



METROPOLITAN TRANSPORTATION PLAN

Longview Metropolitan Planning Organization

Effective Date: November 10, 2019

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Table of Contents

CH1:INTRODUCTION&OVERVIEW.....	6
Legislative Authority.....	6
Longview MPO	6
Amendments	6
Planning Process.....	7
Policy Board.....	8
Technical Committee	9
MPO Staff.....	9
CH2:GUIDINGPRINCIPLES.....	11
Fast Act.....	11
Mobility 2045 Goals & Objectives.....	12
Performance Management.....	13
Local Plans & Programs.....	13
CH3:PUBLICINVOLVEMENT.....	15
Transportation Survey.....	15
Public Meetings.....	16
Environmental Justice.....	17
CH4:DEMOGRAPHICS.....	21
CH5:TRANSPORTATIONCONSIDERATIONS.....	27
Environmental.....	27
Safety.....	33
Security.....	35
CH6:MULTIMODALPLANNING.....	37
Bicycles and Pedestrians.....	37
Public Transportation.....	45
Planning Practices.....	51
CH7:ROADWAYSYSTEM.....	53
Regional Thoroughfare Planning.....	53
Travel Demand Model.....	55
Project Selection Process.....	59
Roadway System Focus Areas.....	66
CH8:FREIGHT.....	68
Freight Policy.....	68
Rail Freight.....	70
Air Freight.....	71
Freight Focus Areas.....	71
CH9:FINANCIALPLAN.....	73
Revenue Forecast.....	74
Funding Gap.....	77
Financial Plan.....	77
Funding Priorities.....	78
CH10:PERFORMANCEMANAGEMENT.....	86
Performance Measure Targets.....	87
System Evaluation.....	90

APPENDIXA.....	93
Transportation Survey.....	93
Additional Input.....	101

List of Figures

<i>Figure 1-1. Longview Metropolitan Planning Area (MPA) Boundary.....</i>	<i>7</i>
<i>Figure 3-1. Environmental Justice Low Income Populations.....</i>	<i>18</i>
<i>Figure 3-2. Environmental Justice Minority Populations.....</i>	<i>19</i>
<i>Figure 4-1. Boundary for collecting demographic data for the MPO.....</i>	<i>21</i>
<i>Figure 4-2. Median Household Income - 2018.....</i>	<i>23</i>
<i>Figure 4-3. Percent Employment Growth 2018 - 2045.....</i>	<i>24</i>
<i>Figure 4-4. Percent Population Growth 2018 - 2045.....</i>	<i>25</i>
<i>Figure 5-1. Illustration of sources contributing to the formation of VOCs and NOx.....</i>	<i>28</i>
<i>Figure 5-2. Ozone monitoring readings for Northeast Texas.....</i>	<i>28</i>
<i>Figure 6-1. Current bicycle and trail network.....</i>	<i>38</i>
<i>Figure 6-2. Current sidewalk network.....</i>	<i>38</i>
<i>Figure 6-3. Demand analysis: where people are most likely to walk and bike.....</i>	<i>39</i>
<i>Figure 6-4. Traffic stress analysis: low-stress and high-stress bikeways.....</i>	<i>39</i>
<i>Figure 6-5. Gaps and barriers analysis.....</i>	<i>40</i>
<i>Figure 6-6. Pedestrian infrastructure recommendations.....</i>	<i>42</i>
<i>Figure 6-7. Bicycle infrastructure recommendations.....</i>	<i>42</i>
<i>Figure 6-8. City of Longview trail map.....</i>	<i>43</i>
<i>Figure 7-1. Longview MPO Key Corridors.....</i>	<i>53</i>
<i>Figure 7-2. Longview MPO Regional Thoroughfare Plan.....</i>	<i>54</i>
<i>Figure 7-3. Scenario 1 Planned Projects Level-of-Service.....</i>	<i>57</i>
<i>Figure 7-4. Scenario 2 Buildout number of lanes and capacity increases.....</i>	<i>58</i>
<i>Figure 7-5. Scenario 2 Buildout Level-of-Service.....</i>	<i>58</i>
<i>Figure 7-6. NET RMA constructed and conceptual Toll 49 buildout.....</i>	<i>64</i>
<i>Figure 8-1. 2018 Texas Freight Mobility Plan Goals.....</i>	<i>69</i>
<i>Figure 8-2. Longview MPO Multimodal Freight Network.....</i>	<i>69</i>
<i>Figure 9-1. MTP Mobility On-System Projects 2020 - 2045.....</i>	<i>79</i>
<i>Figure 9-2. MTP Mobility Off-System Projects 2020 - 2045.....</i>	<i>80</i>
<i>Figure 10-1. FHWA explanation of Performance Management process.....</i>	<i>80</i>

List of Tables

<i>Table 4-1. Demographic profile for Travel Demand Model (2018 - 2045)</i>	22
<i>Table 6-1. Longview Transit Ridership 2018</i>	45
<i>Table 7-1. Comparison of No-Build, Scenario 1 and Scenario 2 model outputs</i>	59
<i>Table 7-2. Project Selection Criteria</i>	60
<i>Table 7-3. TxDOT 2018 statewide traffic crash rates</i>	60
<i>Table 7-4. Safety and security scoring</i>	60
<i>Table 7-5. Pavement and bridge condition scoring</i>	61
<i>Table 7-6. Functional classification scoring</i>	61
<i>Table 7-7. System benefit scoring</i>	61
<i>Table 7-8. Congestion scoring</i>	62
<i>Table 7-9. Project readiness scoring</i>	62
<i>Table 7-10. Transportation choice scoring</i>	62
<i>Table 7-11. Economic vitality scoring</i>	63
<i>Table 9-1. TxDOT Funding Category Descriptions</i>	74
<i>Table 9-2. 2020 - 2045 Revenue Forecast for the Longview MPO</i>	75
<i>Table 9-3. Project details for the widening of I-20 within the Longview MPO boundary</i>	78
<i>Table 9-4. Financial Plan: On-System</i>	81
<i>Table 9-5. Financial Plan: Off-System</i>	82
<i>Table 9-6. Financial Plan: Public Transportation</i>	83
<i>Table 9-7. Financial Plan: Grouped Projects</i>	84
<i>Table 10-1. Longview MPO adopted statewide safety performance measure targets</i>	87
<i>Table 10-2. Longview MPO adopted TAM performance measure targets</i>	88
<i>Table 10-3. Longview MPO adopted statewide pavement and bridge performance measure targets</i>	89
<i>Table 10-4. Longview MPO adopted statewide system performance measure targets</i>	89
<i>Table 10-5. MPO funded 2045 projects that contribute to meeting performance measure targets</i>	90

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1

INTRODUCTION & OVERVIEW

INTRODUCTION & OVERVIEW

Mobility 2045: The Metropolitan Transportation Plan (MTP) is the Longview area's strategy to respond to the transportation needs of the community for the next twenty-five years. It includes plans for meeting existing and projected transportation needs identified through the continuing, comprehensive, and cooperative planning efforts of the Longview Metropolitan Planning Organization (MPO). The plan, known as Mobility 2045, was adopted in October 2019 by the MPO Policy Board, which serves as the decision-making body for the Longview MPO.

Although automobile traffic has dominated the transportation landscape in the greater Longview area, streets and highways are not the only mode of transportation available to travelers. To be efficient and fair, a transportation system must serve diverse demands and provide mobility options - roads, public transportation, and bicycle and pedestrian facilities. Combined, each travel option makes up the multimodal transportation system that supports connecting people to destinations. This plan considers all modes of traveling when determining what the future transportation system will look like, as each mode has a different impact on how people and goods move throughout the region. Mobility 2045 is a fiscally constrained plan that provides implementation strategies for multimodal transportation improvements, policies, and programs. An important element of the plan is to determine how federal and state transportation funds should be spent over the next 25 years.

The Metropolitan Planning Area (MPA) encompasses the cities of Longview, White Oak, Gladewater, Warren City, Union Grove, Clarksville City, East Mountain, and Lakeport as well as portions of Gregg, Harrison, and Upshur Counties, as illustrated in **Figure 1-1**.

LEGISLATIVE AUTHORITY

The Federal Highway Act of 1962 required all major cities within the United States to adopt a long range transportation plan, or the MTP. Along with rules and regulations for carrying out long range transportation planning efforts, the Act established the formation of MPOs for any urbanized area (UZA) with a population greater than 50,000. MPOs are responsible for the administration of the area's surface transportation planning activities, through the development of short and long range plans, in coordination with the state and local governments. Following the Federal Highway Act of 1962, Congress has passed a series of transportation bills that have continued to require MPOs to develop a metropolitan transportation plan and authorize government spending for transportation. The most recent legislation is the Fixing America's Surface Transportation (FAST) Act, enacted in 2015, which created a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. Mobility 2045 was developed in compliance with the FAST Act.

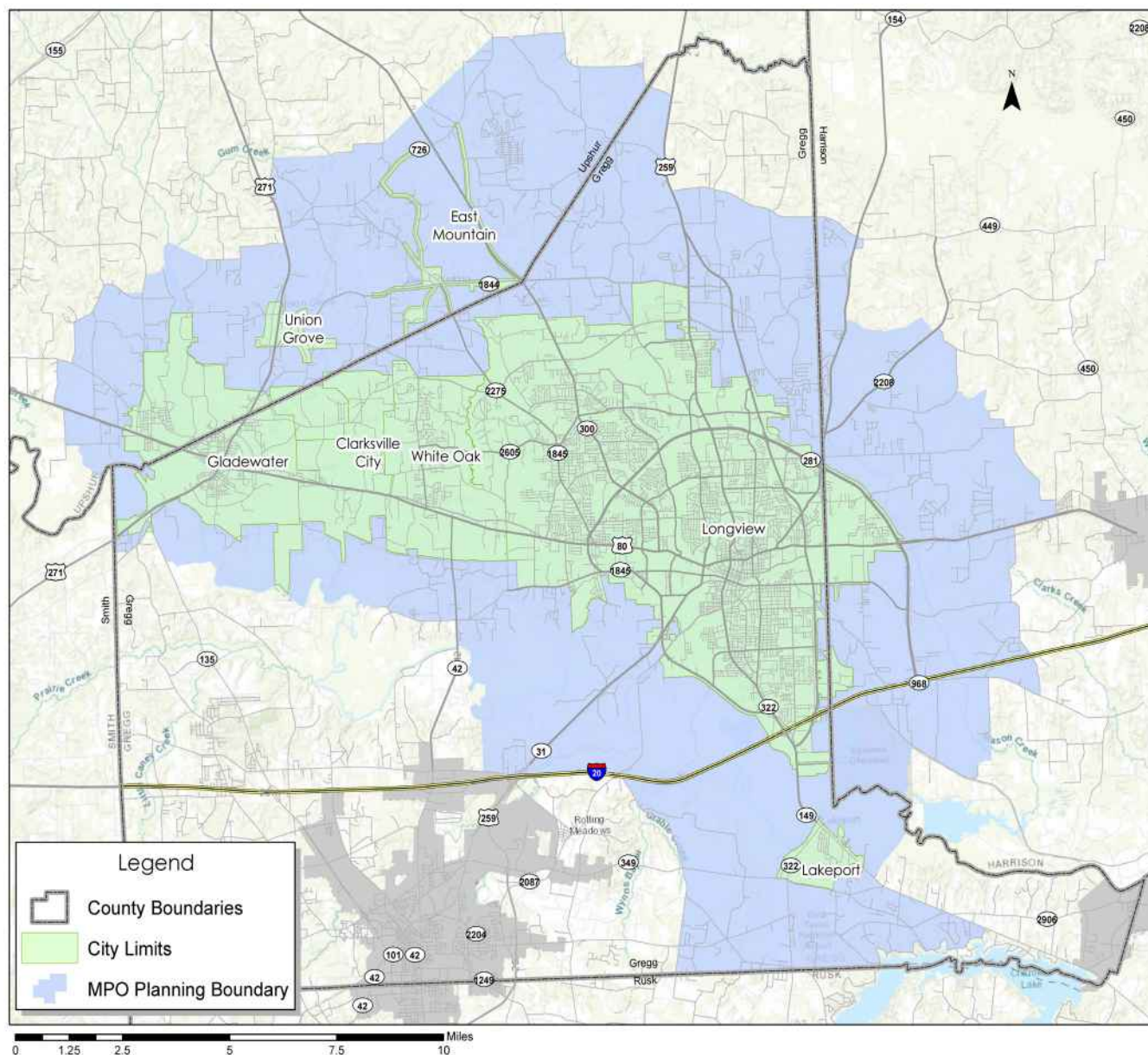
LONGVIEW MPO

As an urbanized area with a population of over 50,000, the City of Longview was designated as a Metropolitan Planning Organization by the Texas Governor in 1988. The MPO is governed by a Policy Board composed of elected officials and senior staff members from the Metropolitan Area and the Texas Department of Transportation (TxDOT).

AMENDMENTS

This plan was administratively revised on June 11, 2020 to clarify project descriptions for CSJs 0545-04-048, 2073-01-010 and 2073-01-009. On May 26, 2021, revision were made to reflect changes in the let dates for CSJ 2158-01-020, CSJ 2158-01-019, CSJ 0495-07-074, CSJ 0165-03-036, CSJ 3290-02-009, and CSJ 0248-06-017 along with revisions to the membership/staff, PM1, PM2, PM3, and TAM Targets.

Figure 1-1. Longview MPO Metropolitan Planning Area (MPA) Boundary



PLANNING PROCESS

Transportation planning is a process of projecting future transportation needs, investigating and evaluating alternative actions for meeting those needs, assessing the financial ability of the community to implement those actions, and recommending reasonable strategies based on needs and available resources. Elected officials and others in decision making roles need access to this information to help develop policies, programs, and projects. All transportation modes for the entire metropolitan area are studied and addressed in a comprehensive manner. The transportation planning process is structured to include cooperative input and direction from participating cities, counties, agencies, and the public. The MPO's long range plan is updated every 5 years.

POLICY BOARD

The MPO Policy Board is responsible for approving and adopting all transportation plans, activities, and programs and is comprised of elected officials and senior staff members, as established in the Policy Board bylaws. Membership consists of 11 voting members, with representatives from Longview, White Oak, Gladewater, Gregg County, Harrison County, Upshur County, and the Texas Department of Transportation (TxDOT). Representatives of the Federal Highway Administration (FHWA), TxDOT, and the State Representatives serve as non-voting members of the Policy Board.

TITLE/REPRESENTATION	CURRENT MEMBER
Voting Members	
City of Longview, TX - Mayor	Andy Mack
Gregg County Judge	Bill Stoudt
City of White Oak, TX - Mayor	Kyle Kutch
Upshur County Judge	Todd Tefteller
City of White Oak, TX - Mayor	JD Shipp
Harrison County Commissioner	Phillip Mauldin
TxDOT District Engineer - Tyler	Vernon Webb
TxDOT District Engineer - Atlanta	Buddy Williams
City of Longview, TX - City Manager	Keith Bonds
City of Longview, TX - Director of Public Works	Rolin McPhee
City of Longview, TX - Director of Development Services	Michael Shirley
Non-Voting Members	
State Representative - District 7	Jay Dean
State Representative - District 9	Chris Paddie
Federal Highway Administration	Justin Morgan
TxDOT MPO Coordinator	Brigida Gonzalez
Texas Commission on Environmental Quality	Jamie Zech

TECHNICAL COMMITTEE

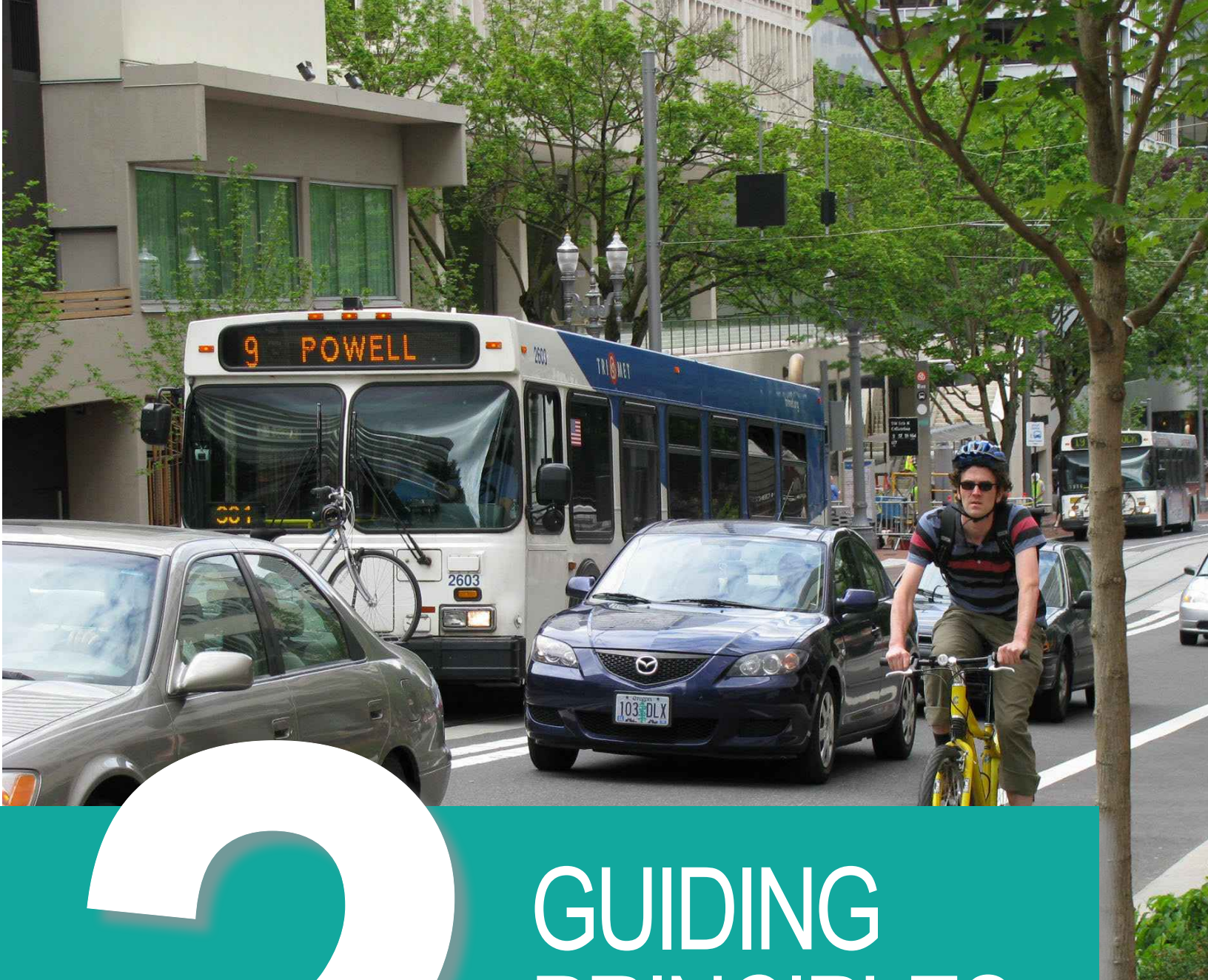
The MPO Technical Committee consists of staff members from participating public entities and agencies that develop policies, plans, and projects for recommendation to the Policy Board.

TITLE/REPRESENTATION	CURRENT MEMBER
TxDOT, Tyler	Jeffrey Harmon
TxDOT, Tyler	Brooke Droptini
TxDOT, Longview	Will Buskell
TxDOT, Atlanta	Katie Martin
TxDOT, Atlanta	Terri McCasland
City of Longview	Keith Bonds
City of Longview	Rolin McPhee
City of Longview	Michael Shirley
City of Longview	Ingrid Self
City of Longview	Angela Choy
City of Longview	Alton Bradley
City of Longview	Stephen Ha
Longview Transit	Scott Lewis
City of White Oak	Charlie Smith
City of Gladewater	Ricky Tow
East Texas Council of Governments	Vince Huerta
Harrison County	Luke Davis
Gregg County	Vacant
Federal Highway Administration	Justin Morgan
TxDOT, TPP	Brigida Gonzalez
Federal Transit Administration	Lynn Hayes
Northeast Texas Regional Mobility Authority	Dave Spurrier
Texas Commission on Environmental Quality	Jamie Zech

MPO STAFF

Daily operations of the MPO are accomplished by City of Longview Transportation Planning Department staff. Federal metropolitan planning funds and state matching funds for transportation planning are provided to the MPO through the Texas Department of Transportation.

Longview MPO Director	Bryan McBride
Transportation Planning Technician	Sharon McCord



2

GUIDING PRINCIPLES

GUIDING PRINCIPLES

Since the Federal Highway Act of 1962, several transportation bills have been passed by the U.S. Congress to guide the transportation planning process.

- *Intermodal Surface Transportation Efficiency Act (ISTEA), 1991*
- *Transportation Equity Act for the 21st Century (TEA-21), 1998*
- *Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), 2005*
- *Moving Ahead for Progress in the 21st Century Act (MAP-21), 2012*

ISTEA, TEA-21, and SAFETEA-LU shaped the highway program to meet the nation's changing transportation needs. MAP-21 addressed the challenges of improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment.

FAST ACT

The current transportation bill, Fixing America's Surface Transportation (FAST) Act, was signed into law on December 4th, 2015 by President Barack Obama. The FAST Act provides long-term funding certainty for surface transportation investments as it authorizes \$305 billion for fiscal years 2016 through 2020 for highway construction, highway and motor vehicle safety, public transportation, motor carrier safety, rail, and research, technology, and statistics programs. The FAST Act requires the Metropolitan Planning Organization (MPO) to consider planning strategies that will serve to advance ten transportation planning factors, eight of which were identified in MAP-21 and two additional factors in the FAST Act.

1. *Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;*
2. *Increase the safety of the transportation system for motorized and non-motorized users;*
3. *Increase the security of the transportation system for motorized and non-motorized users;*
4. *Increase the accessibility and mobility options available to people and for freight;*
5. *Protect and enhance the environment, promote energy conservation, and improve quality of life;*
6. *Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;*
7. *Promote efficient system management and operation;*
8. *Emphasize the preservation of the existing transportation system;*
9. *Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and*
10. *Enhance travel and tourism*

As a continuation of MAP-21, the FAST Act places a major emphasis on the implementation of performance-based planning. As a part of this process, a set of national performance goals were developed. Although these goals were developed specific to the federal-aid highway program, many of these have a universal application over all travel modes, and layout the framework for the strategies incorporated into this document.

National Goals

- Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- Infrastructure condition: To maintain the highway infrastructure asset system in a state of good repair
- Congestion reduction: To achieve a significant reduction in congestion on the National Highway System
- System reliability: To improve the efficiency of the surface transportation system
- Freight movement and economic vitality: To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- Environmental sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment
- Reduced project delivery delays: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion

MOBILITY 2045 GOALS & OBJECTIVES

The vision of Mobility 2045 is to continue a performance-based approach to transportation planning that encompasses all transportation modes, effectively accommodates future growth, and addresses the mobility needs of all travelers and freight. Goals and objectives for Mobility 2045 reflect the values of the community and stakeholders and guide the development of the long range transportation plan for the Longview MPO region.

Maintenance & System Efficiency Increase the efficiency of the transportation system, manage congestion, and develop methods of maintaining existing infrastructure	Safety & Security Maintain a focus on safety and security for all who travel in the region
Economic Vitality Support economic opportunities, job growth, and strengthen the regional freight network	Transportation Choice & Accessibility Provide transportation options to the traveling public that are accessible and safe
Social & Environmental Needs Integrate and balance the social, economic, and environmental needs of the community throughout the transportation planning process	Public Involvement Engage with communities, partner agencies, organizations, and the public throughout the transportation planning process
Preserve Transportation Corridors Identify and preserve transportation corridors for future growth	Coordination with Local Land Use Ensure coordination of the transportation planning process with local land use plans to support development patterns of the urban area

PERFORMANCE MANAGEMENT

Performance Management is a strategy that uses system information to make investment and policy decisions, in order to achieve national and state performance goals. Performance Management is focused in four areas:

- *Safety*
- *Pavement & Bridge*
- *System Performance*
- *Transit Asset Management*

As required in the FAST Act, the Longview MPO, in collaboration with TxDOT, has set targets for measures associated with each area. The purpose of tracking progress towards meeting targets is to increase transparency and make performance-based decisions about how to invest transportation funding for a safer and better connected system.

LOCAL PLANS & PROGRAMS

As part of the development of Mobility 2045, plans and studies from partner agencies were reviewed to ensure consistency with planning efforts already in place throughout the region.

City of Longview Comprehensive Plan, 2015

City of Longview Small Area Plan, 2015

Longview MPO Bicycle and Pedestrian Plan, 2018

Longview MPO Regional Thoroughfare Plan, 2019

Longview MPO 2040 Metropolitan Transportation Plan, 2014

Pedestrian Transit Access Plan, 2014

East Texas Regional Airport Master Plan, 2018

City of Longview Trail Master Plan, 2009

TxDOT Texas Freight Mobility Plan, 2018

TxDOT Unified Transportation Plan, 2020



The Longview MPO will continue to engage with planning partners to incorporate existing plans and programs into the transportation planning process.



3

PUBLIC INVOLVEMENT

PUBLIC INVOLVEMENT

It is the intent of the Longview MPO to provide every opportunity for the involvement of citizens, as well as staff and elected officials, in the transportation planning process. In February 2018, the MPO updated the Public Participation Plan (PPP) to align with the Fixing America's Surface Transportation (FAST) Act. In accordance with the PPP, public involvement activities for Mobility 2045 consisted of coordination with planning partners, local news releases, newspaper ads notifying the public of opportunities for comment, social media outreach, presentations to local organizations, online mapping tool for public input, transportation survey, and public meetings.

TRANSPORTATION SURVEY

In the creation of this plan, the MPO created a transportation survey to solicit public feedback regarding transportation issues and opportunities throughout the region. The survey was created in consultation with the MPO Technical Committee.

The survey document was presented to the Technical Committee on April 17th and the Policy Board on April 24th.

The online survey opened for input between March 18th and May 31st using Survey Monkey and was posted to be easily accessible at LongviewTexas.gov/Mobility2045. Information on where to find the survey was distributed through several sources such as; Longview News-Journal (April 18th, April 23rd), Gladewater Mirror (April 17th), Longview Transit bus posters, MPO email distribution lists, Facebook, organization newsletters, the live broadcast and rebroadcast of a April 24th public meeting on Channel 5, City of Longview news release, county courthouses, and city halls. The MPO also provided laptops and hard copies at the April 23rd open house public meeting for

participants to complete the survey.

Hard copies of the survey were completed by mail, at Longview MPO meetings, and Public Transportation Advisory Council (PTAC) meetings.

The MPO received a total of 167 survey responses. The results were presented to the MPO Policy Board on July 31st and the Technical Committee on August 21st. The results were posted on the MPO website and all survey respondents who added their email to the survey were sent a message with notification of the online publication. Key findings from the survey are described below.

General Transportation

Survey respondents averaged a daily commute to work or school of 6.91 miles. Most respondents travel from an origin within zip code 75604 with a destination within zip code 75605, which is located in north Longview and includes many popular destinations for food and shopping, as well as business locations and schools. As expected, the majority of respondents leave for their daily commute around 8:00 a.m. and return home around 5:00 p.m.



Most Popular Modes of Transportation

Most survey respondents reported driving alone in a vehicle as their primary mode of transportation (74.69%). The next most common mode of transportation was walking (10.49%). The majority of respondents would like to continue traveling alone in their vehicle as their primary mode of transportation (40.51%), but respondents also showed interest in utilizing other modes, such as walking, bicycling, and bus/transit.

Public Transportation

77.27% of respondents reported never utilizing Longview Transit's services, followed by 11.04% of respondents riding Longview Transit on a daily basis. Regarding improvements to Longview Transit, respondents prioritize more convenient routes and times and a cell phone application to inform riders of when their bus will arrive at their location.

Transportation Issues and Solutions

Regarding the importance of transportation issues, respondents prioritized potholes, crumbling roads and bridges, and pedestrian and bicyclist safety. Important solutions to consider when addressing transportation issues were adding turn lanes at intersections, improving traffic signal timing, and pedestrian improvements.

Transportation Priorities

When selecting transportation improvements, respondents prioritized reducing crashes, repairing or maintaining existing roadways and bridges, and reducing congestion on roadways.

Roadways with Congestion

This was an open-ended opportunity to identify roadways throughout the region with high levels of congestion. Most respondents avoid Hwy 80,

Loop 281, and Fourth St. due to congestion issues.

Additional Comments

Additional comments received from the survey addressed the need for additional sidewalks and bicycle lanes, improved maintenance, congestion reduction, the need for safety lighting, and the efficient use of tax payer dollars.

Full survey results and additional comments received throughout the public involvement process can be found in Appendix A.

PUBLIC MEETINGS

The Longview MPO held several public meetings prior to the adoption of this plan. The first meeting was an open house held on April 23rd at Maude Cobb Convention & Activity Center. This open house served as a call for projects for the public who attended. Display boards provided background information on the plan, such as current and projected congestion levels, planned projects, Longview Transit routes, historical crash locations, current and projected traffic volumes, and information on the goals and objections from the 2040 Metropolitan Transportation Plan. The public was invited to identify transportation issues and opportunities to be incorporated into the plan. This meeting was hosted by the Longview MPO and Freese and Nichols, Inc. (FNI) to gather feedback for Mobility 2045.

To advertise for the open house, Longview MPO staff advertised with the Longview News-Journal, Gladewater Mirror, handed out business cards, placed notices at public buildings throughout the region, posted news releases, Facebook advertisement, and Longview Transit bus posters. Public notices for the meeting were posted in accordance with the PPP.

On September 25th, 2019, the MPO held a Policy Board meeting which served as the opening of a 30-day public comment period for the review of this plan. Mobility 2045 - the Metropolitan Transportation Plan and Thoroughfare Plan was presented to board members and the public. Those in attendance were provided an opportunity to comment on the draft plan or could go online for review.

A third public meeting was held on October 30th, 2019. This was a Policy Board meeting in which the MPO presented the final draft, with revisions from the public, for final approval. The Policy Board adopted the Metropolitan Transportation Plan on October 30th, with an effective date of November 10th, 2019.



Federal regulations require expanded consultation with stakeholders affected by transportation in the development of this plan. These agencies are responsible for historic preservation, natural resource conservation, environmental protection, and land use management, as appropriate. Longview MPO staff mailed each stakeholder a letter describing the possible environmental and land considerations along with a public notice for the September 25th Policy Board meeting. A full list of expanded consultation stakeholders can be found in the Longview MPO's PPP.

ENVIRONMENTAL JUSTICE

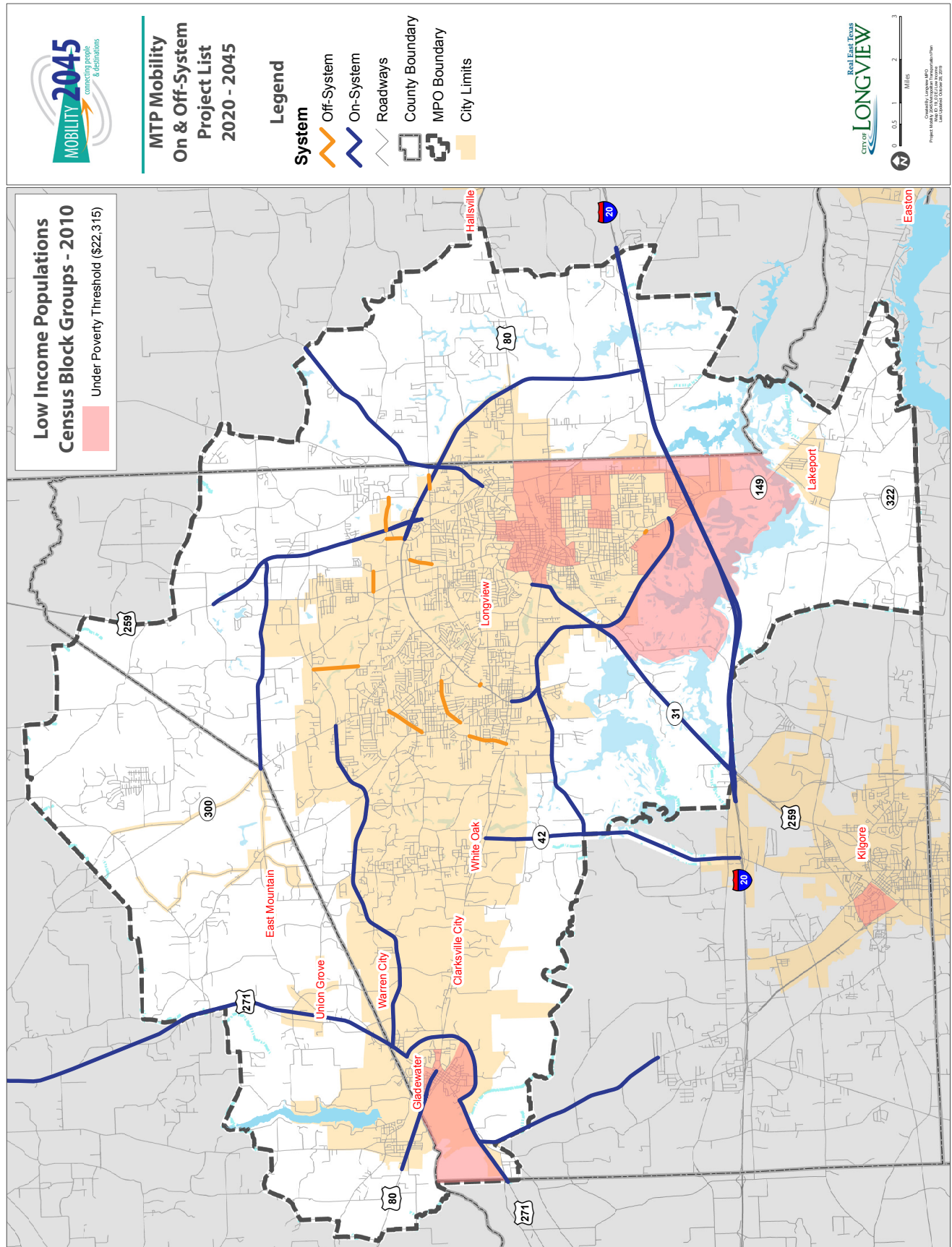
Title VI of the 1962 Civil Rights Act states, "No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to the discrimination under any program or activity receiving federal financial assistance."

A Presidential Executive Order issued in 1999 further amplifies Title VI by providing that each federal agency shall make achieving Environmental Justice (EJ) part of its mission by identifying, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.

During the adoption of Mobility 2045, it was the Longview MPO's policy to ensure fair and full participation in the transportation planning process by all citizens who may be potentially affected. Public outreach to low income and minority populations was made by maintaining a distribution mailing list of community organizations and inviting them to public meetings.

On September 18th, 2019, prior to the adoption of this plan, the MPO Technical Committee reviewed the effects or burdens of federal-aid transportation projects on low-income and minority populations (**Figure 3-1** and **Figure 3-2**). EJ areas were defined as being at least 51% minority population and/or under the 2010 Census defined poverty threshold average of \$22,315. The Technical Committee found that the projects were not disproportionately distributed or against low income and minority populations. The Technical Committee also found that no projects in EJ areas had disproportionately high adverse effects to the neighboring populations.

Figure 3-1. Environmental Justice Low Income Populations



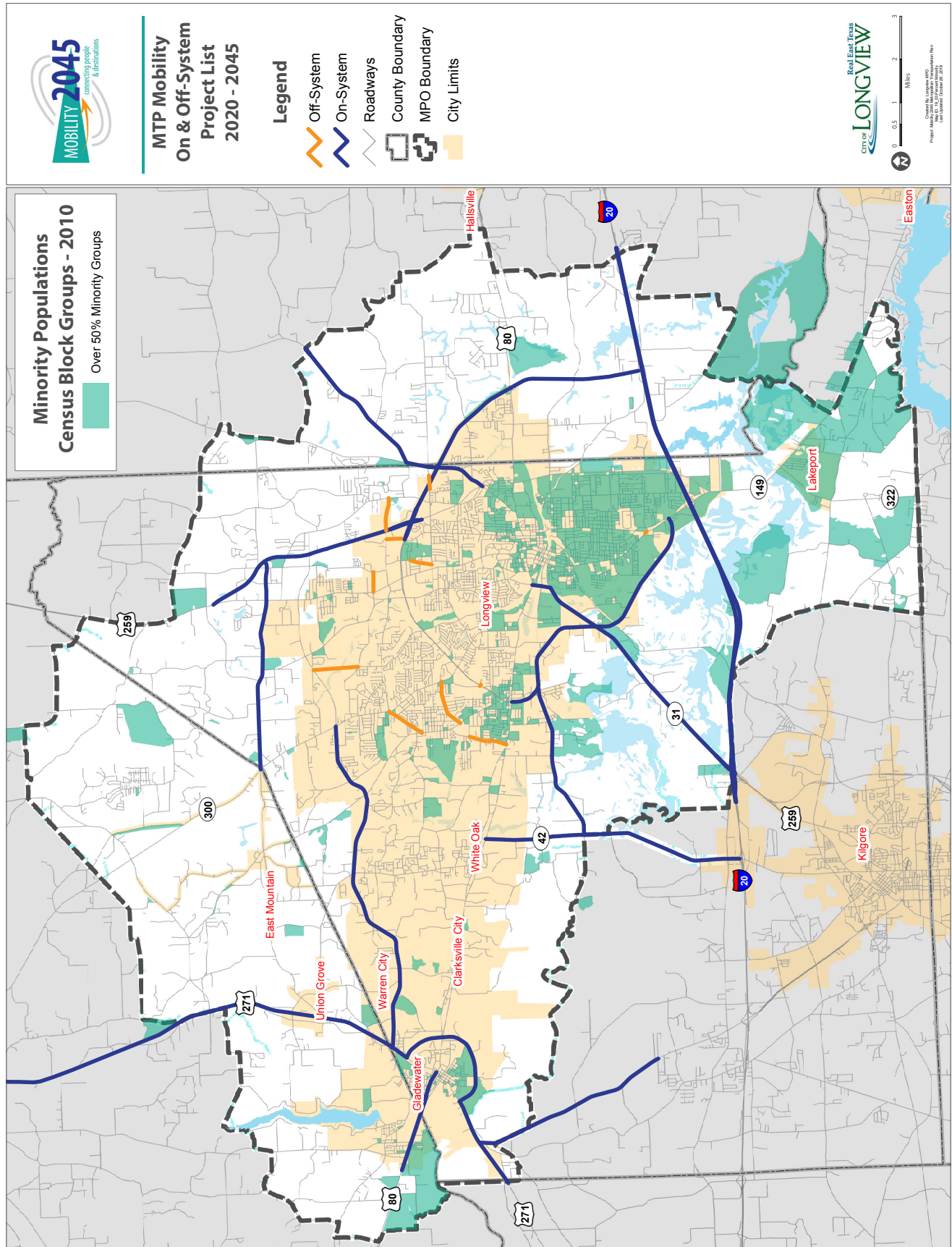
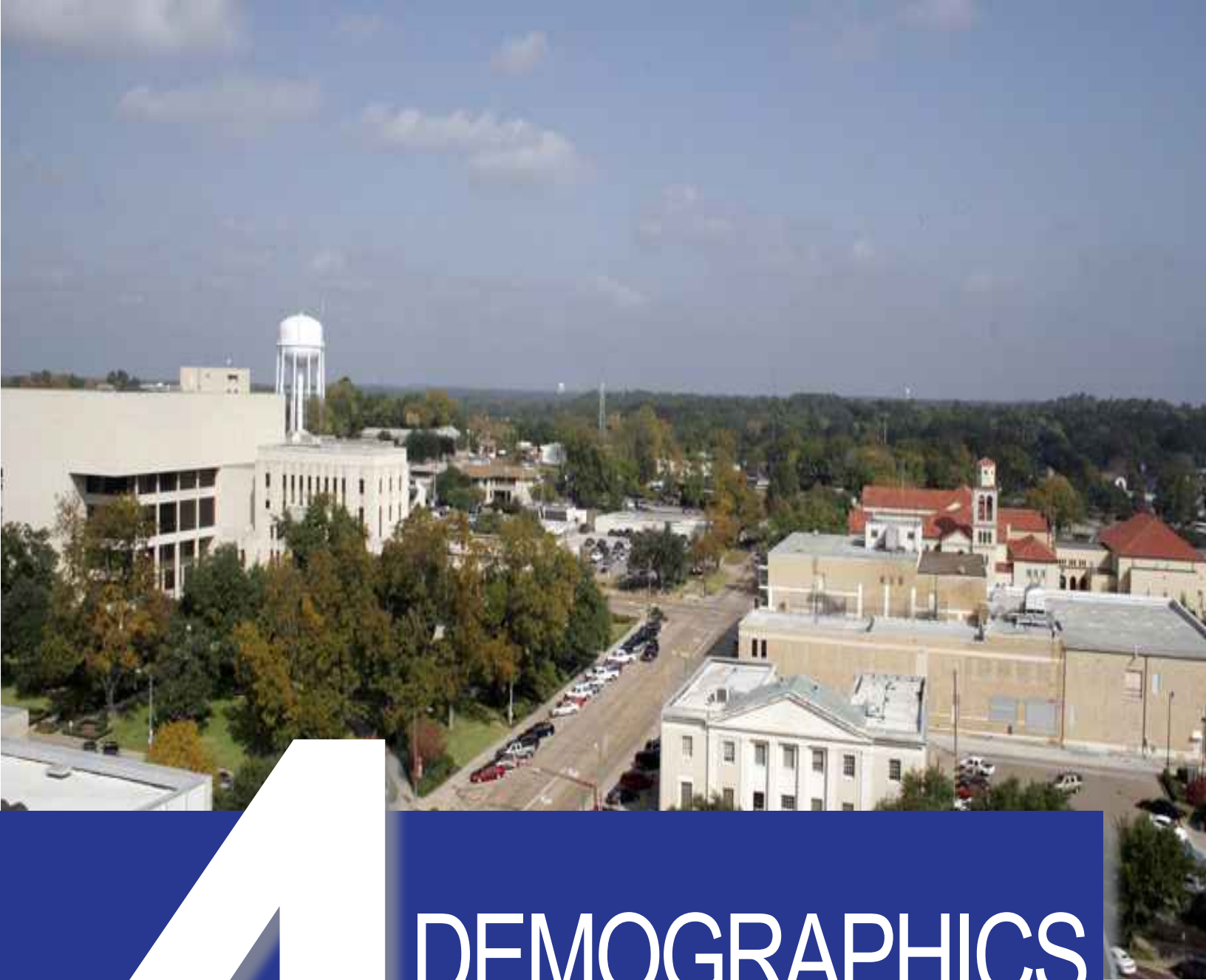


Figure 3-2. Environmental Justice Minority Populations



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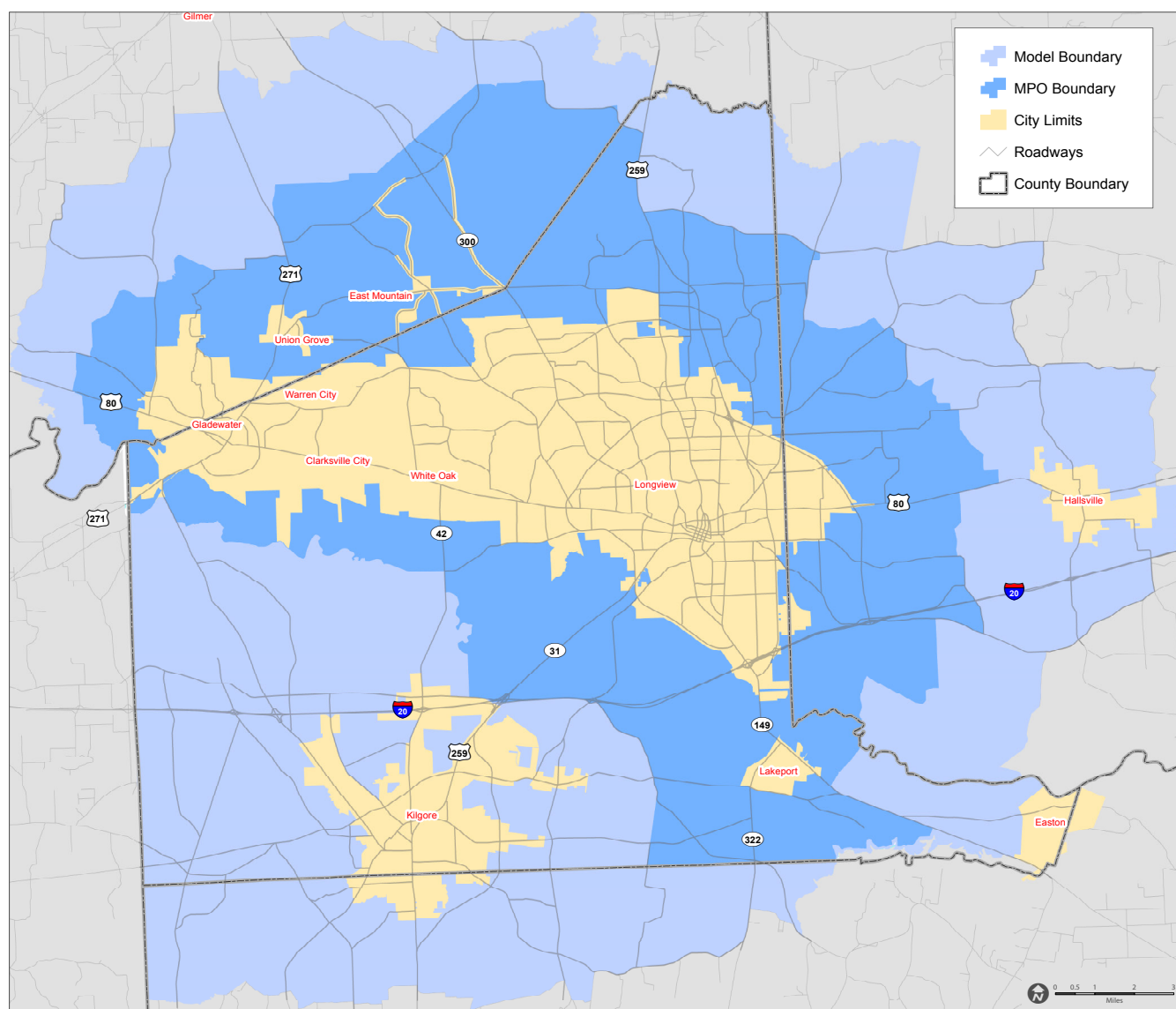
DEMOGRAPHICS

DEMOGRAPHICS

Forecasting population and employment growth for the region allows planners to understand potential transportation impacts in the future; how many trips people will take, where they originate, and where they are going. This assessment of future travel demand can help policy makers with decisions about which transportation projects and programs may be needed to meet anticipated demand. In addition to population and employment growth, the Longview MPO considers other factors like number of households, household size, and median income. All of these factors assist with predicting travel behavior now and in the future.

The Travel Demand Model (TDM), which is further explained in Chapter 7, is a tool used to predict traffic patterns for current and future years. The TDM requires demographic inputs for 2013, 2018, 2023, 2028 and 2045 for the selected study area, which expands beyond the MPO planning boundary, as shown below in **Figure 4-1**.

Figure 4-1. Boundary for collecting demographic data for the MPO



For this metropolitan transportation plan, the Longview MPO hired a consultant in 2016, Kimley-Horn, to update a community-driven demographic forecast for input into the model. The 2018 - 2045 demographic profile for the Longview MPO region is shown below in **Table 4-1**.

Table 4-1. Demographic profile for Travel Demand Model (2018-2045)

	2018	2045
Population	168,729	207,975
Households	63,741	80,869
Household Size	2.65	2.57
Median Household Income	\$44,312	\$44,312
Total Employment	82,517	92,504

Within a model, households produce the majority of a region's trips and are viewed as the origin point of most trips. The number of trips produced by a household is based on household size and income. A total of 63,741 households were recorded for 2018, which yields an average household size of 2.65. **Figure 4-2** provides a visual of the median household income across the MPO region.

Employment is used to determine the destination of trips, and is expected to grow by 12% across the MPO region. **Figure 4-3** reveals the highest employment growth areas are expected to occur along George Richey Rd. near Longview's North Business Park, central Longview, southwest Gladewater, north Lakeport, and several areas along the IH-20 corridor. Of these areas, the largest concentration of employment growth

is expected in downtown Longview, where revitalization is expected to create more jobs. This is an example of a location with more concentrated employment in a smaller area, meaning it has a higher employment density.

Equally as important in determining travel demand, the MPO regions' population is anticipated to grow by approximately 23%, or 39,246 people by 2045 from 2018. Though much of the expected population growth occurs in the north Longview area, towards the edge of County boundaries and near Longview's North Business Park, notice that growth is also expected in areas closer to central Longview, north Gladewater, east White Oak, and north Lakeport (**Figure 4-4**).



Downtown Gladewater



Gregg County Courthouse

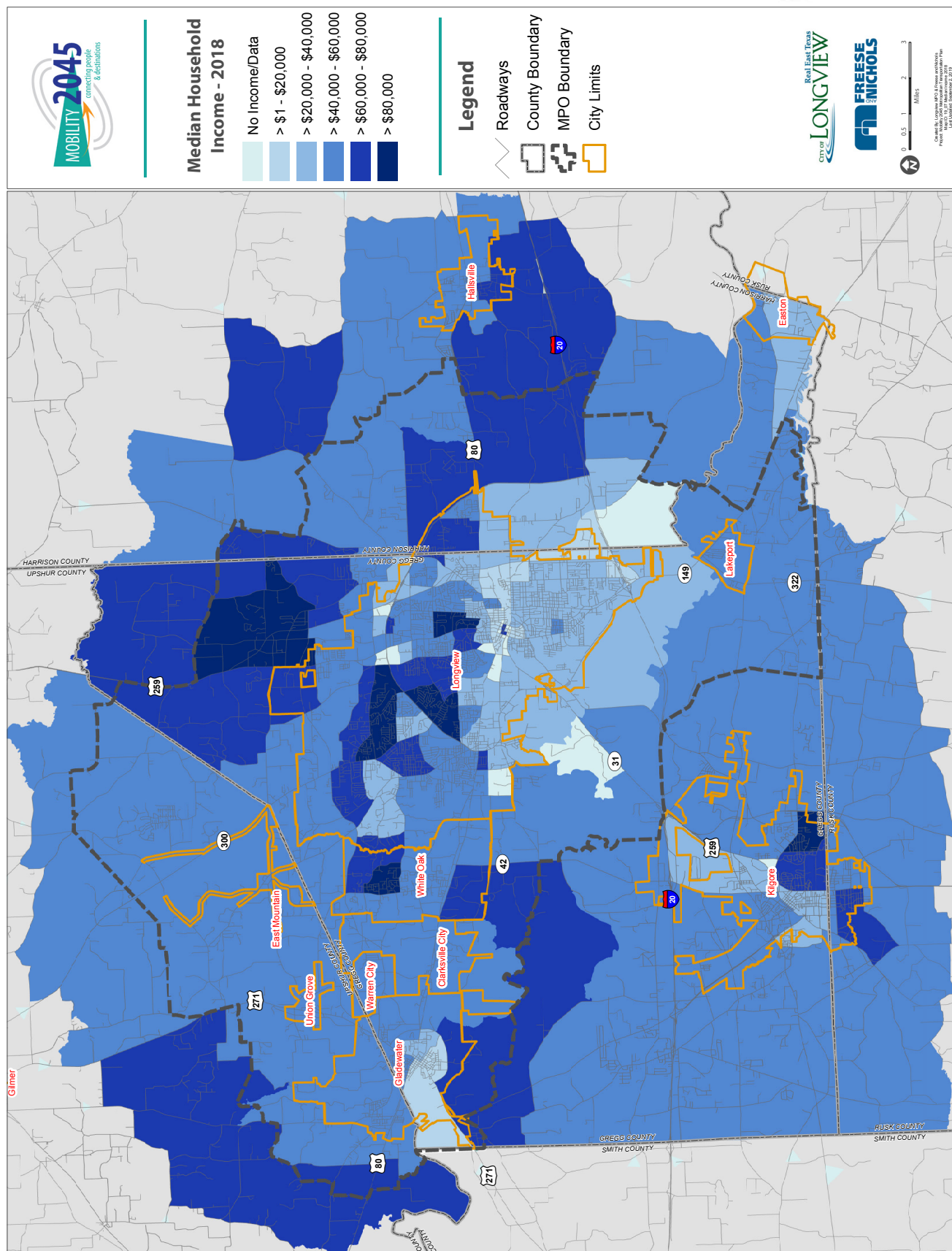
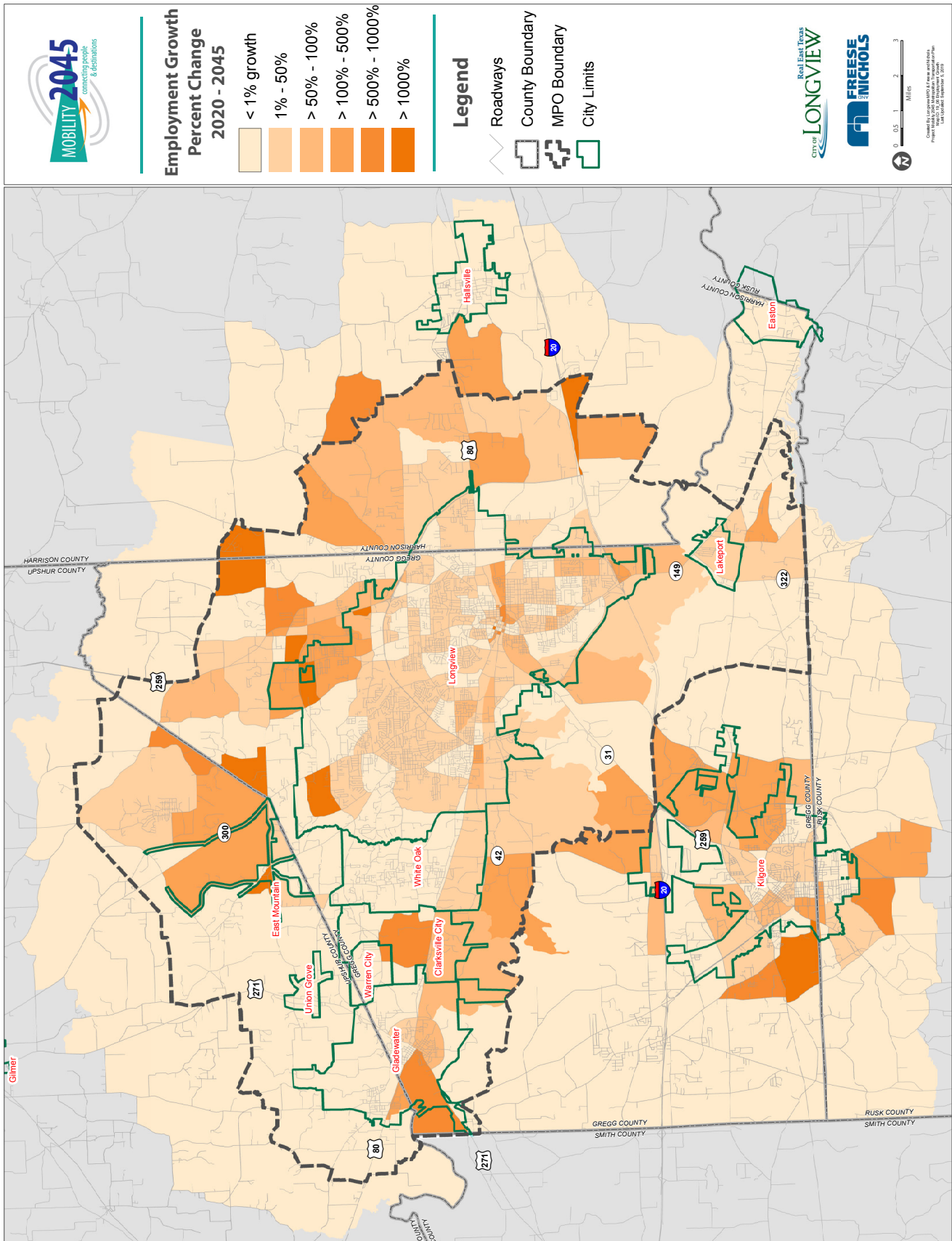


Figure 4-3. Percent Employment Growth 2018 - 2045



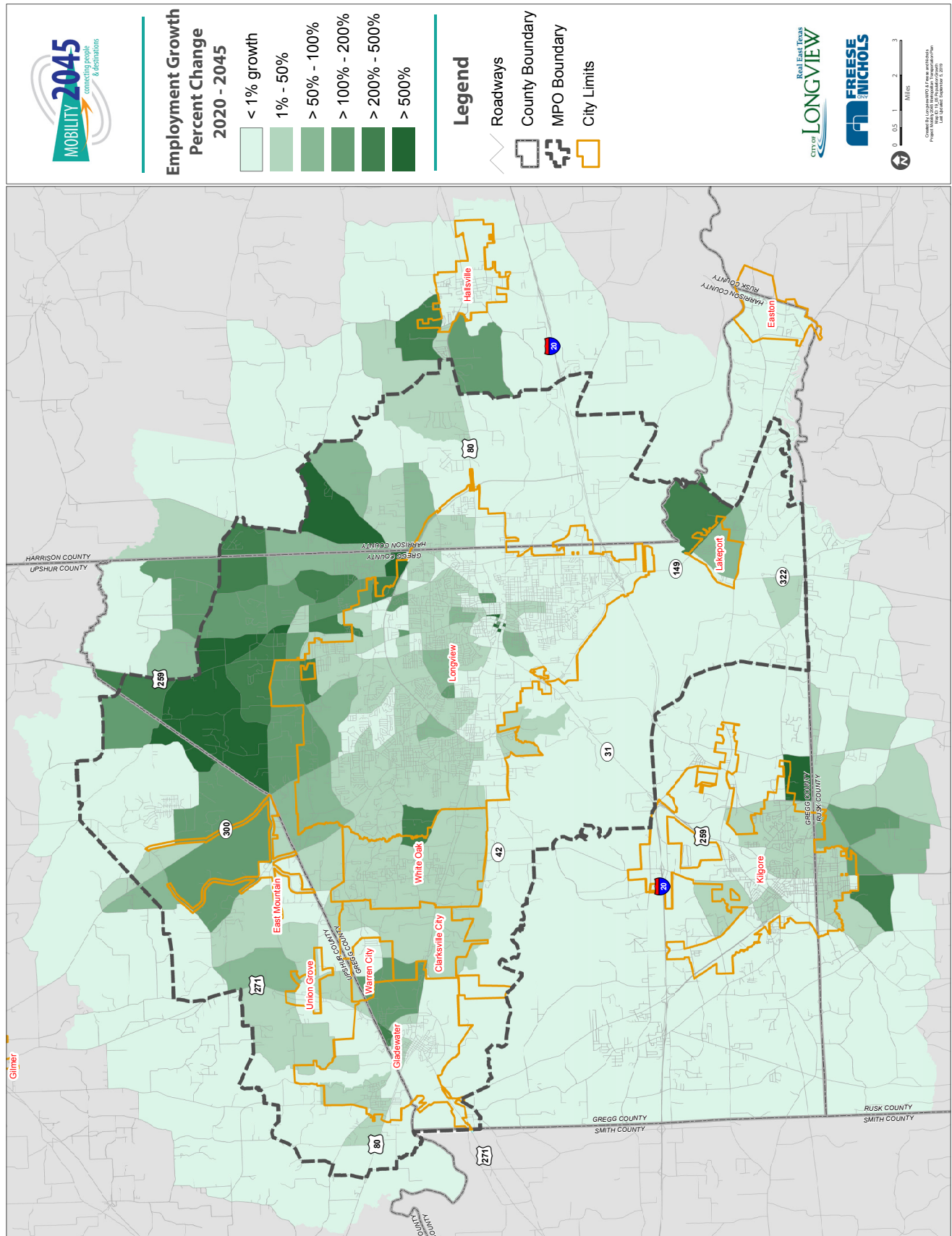


Figure 4-4. Percent Population Growth 2018 - 2045



5

TRANSPORTATION CONSIDERATIONS

TRANSPORTATION CONSIDERATIONS

ENVIRONMENTAL

Quality of life is dependent on consistent sources of clean air to breathe and water to drink. In transportation planning, monitoring and mitigating adverse effects to the environment are integral in the development of a healthy community for years to come. Coordination with partner agencies to implement planning practices and mitigation policies help create a more sustainable environment for all residents. This chapter discusses local environmental issues: air quality, environmental resources, mitigation strategies, water availability, sustainability, and resiliency.

AIR QUALITY

To combat the effects of hazardous emissions from automobiles, Congress enacted the Clean Air Act (CAA) of 1990. This act is a comprehensive law that regulates airborne emissions from area, mobile, and stationary sources nationwide. Four major regulatory programs were initiated: the National Ambient Air Quality Standards (NAAQS), State Implementation Plans (SIPs), New Source Performance Standards (NSPS), and National Emission Standards for Hazardous Air Pollutants (NESHAPs). The Environmental Protection Agency (EPA) was created on May 2, 1971 in order to implement the various requirements included in the CAA.

Using this authority, the EPA has established air quality standards for six air pollutants: sulfur dioxide (SO_2), particulate matter ($\text{PM}_{2.5}$ and PM_{10}), nitrogen dioxide (NO_2), carbon monoxide (CO), ozone, and lead. The Clean Air Act requires areas to create plans to meet the air quality standards by an established deadline. The Act requires the EPA to review the scientific data upon which the standards are based every five years,

and may revise the standards if necessary for the protection of public health.

If an area already meets the air quality standards for a pollutant, they are considered to be in attainment. Areas that have exceeded the air quality standards are considered non-attainment, classified by severity: Marginal, Moderate, Serious, Severe, and Extreme.

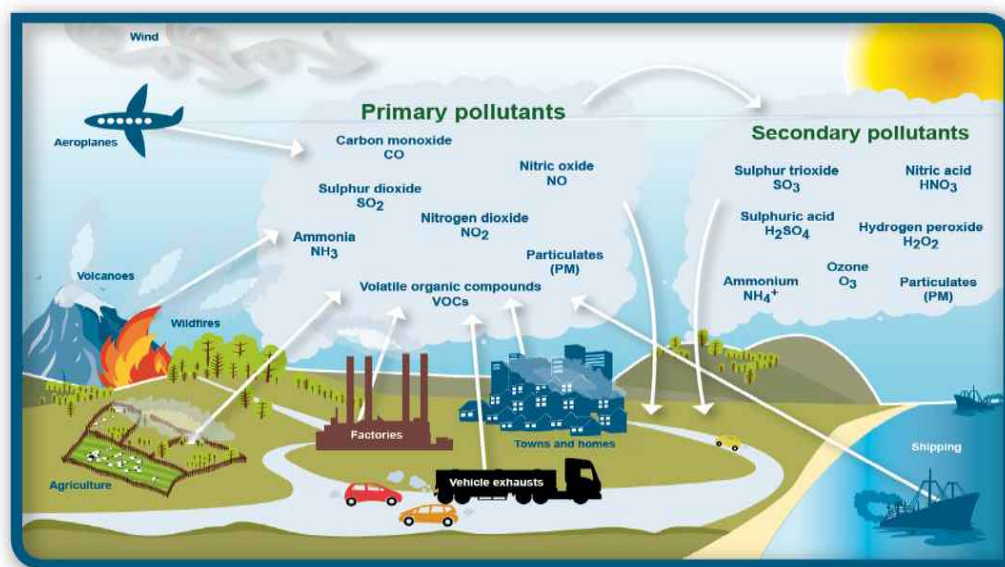
Ozone Standard & Formation

The ozone layer in the upper atmosphere protects us from harmful ultraviolet radiation. However, sustained high concentrations of ozone at ground-level can have harmful effects on personal health and vegetation. Breathing ground-level ozone can result in respiratory problems such as coughing, throat irritation, burning when taking a deep breath, shortness of breath, and can trigger asthma attacks.

Ozone is not directly emitted from any source. Instead, it is formed when Volatile Organic Compounds (VOCs) and nitrogen oxides (NO_x) react in the presence of sunlight. **Figure 5-1** illustrates examples of on-road mobile, non-road mobile, point and area sources of VOCs and NO_x . The strategy behind reducing ozone levels is to reduce emissions from those sources.



Figure 5-1. Illustration of sources contributing to the formation of VOCs and NO_x

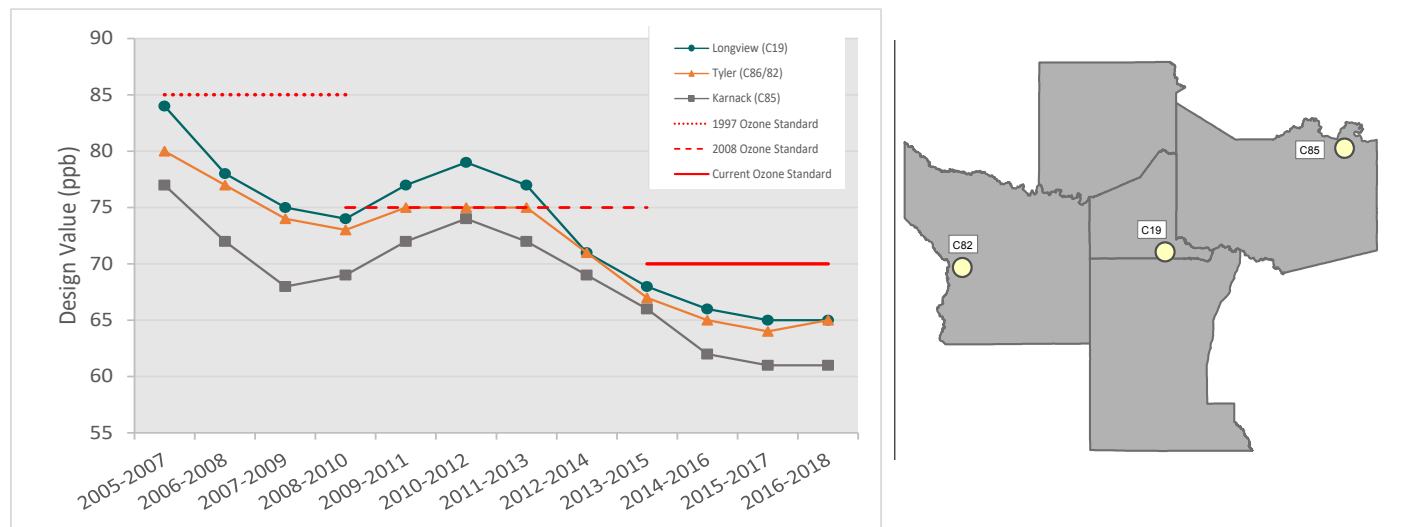


Regional Air Quality Status

On October 1, 2015, the EPA strengthened the NAAQS for ground-level ozone by lowering the standard from 75 parts per billion (ppb) to 70 ppb. The purpose of lowering the standard was to protect public health, especially populations greatly affected by ozone, including children, senior adults, those with asthma, and people who are active outdoors. Based on this new standard, the Longview MPO was able to retain attainment status for ozone on October 1, 2017.

Ozone levels throughout the region are currently measured at three Continuous Air Quality Monitoring Systems (CAMS) located at the East Texas Regional Airport in Gregg County, the Tyler Airport in Smith County, and at Karnack in Harrison County. **Figure 5-2** illustrates that the monitor readings have been trending downward over time; therefore, the air quality of the five-county region of Gregg, Harrison, Rusk, Smith, and Upshur has attainment status for ozone.

Figure 5-2. Ozone monitoring readings for Northeast Texas



Transportation Conformity

Should the MPO region be designated as non-attainment in the future, added capacity transportation projects must be subjected to a process known as transportation conformity, which includes a demonstration that the estimated on-road motor vehicle emissions from transportation plans, programs, and projects will be less than the allowable estimated on-road vehicle emissions listed in the State's air quality plan, the State Implementation Plan (SIP). Transportation Conformity is a two-step process that includes a local finding of conformity by the MPO's Policy Board and a final determination made by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Since the Longview MPO is in attainment, the demonstration of transportation conformity is not required.

Air Quality Mitigation Efforts & Initiatives

Historically, on-road vehicles have been the second most significant source of NO_x, with point source emissions being the highest contributor. Point sources are large, stationary emissions sources that exceed a specified emissions threshold. On-road vehicles are a small contributor to the generation of VOCs in comparison to the most significant producer, biogenic sources, which accounted for 90% of the VOC generation in 2012 throughout the Northeast Texas region. Biogenic emissions are naturally-occurring (i.e., not from human activities) emissions from sources such as trees, agricultural crops, or microbial activity in soils or water. Opportunities to reduce emissions from transportation include:

- *Switching to alternative fuels*
- *Using more fuel efficient vehicles*
- *Reducing the total number of miles driven*
- *Reducing engine idling time*

While accessibility and mobility have often been interpreted as synonymous with more travel by car and truck, these goals can also be achieved with reduced vehicle travel and increased travel options. Multimodal transportation systems can be coordinated with land use patterns such that people and goods need to travel shorter distances and take fewer trips by vehicle. This type of transportation system encourages the use of alternative modes, including ride-share, public transit, walking, and bicycling.

Another method of reducing mobile source emissions is to use cleaner burning fuels than regular gasoline. The Alternative Fuels Program promotes the use of alternative transportation fuels in Texas through demonstrating their positive environmental impact, technical feasibility and energy efficiency. Some alternative fuels have already been implemented and are being used in the Longview area. The City of Longview sanitation department invested in a fleet of compressed natural gas (CNG) as well as a refueling station at their offices. In addition to the city's sanitation services, a travel center along I-20 currently offers a CNG refueling station for interstate travel.



City of Longview's sanitation fleet runs on CNG

NETAC Initiative

Maintaining air quality attainment status is one of the region's primary goals. A voluntary coalition of government, industry, business and individuals in the five county region of Gregg, Harrison, Rusk, Smith and Upshur, known as Northeast Texas Air Care (NETAC), was formed in 1994. Dedicated to improving air quality, NETAC supplies technical assistance to local industry and provides public education and is committed to ensuring air quality standards are met to ensure public health and economic growth.

Ozone Advance Program

In 2013, the five-county NETAC area was approved as a participant in the Ozone Advance Program. Ozone Advance is a collaborative effort by the EPA, states, and local communities to encourage reductions in ozone attainment areas to maintain the ozone standard, especially in areas that are near non-attainment. This proactive program encourages expeditious emission reductions to help the area meet the pollutant standards. Strategies in this program include such activities as alternative commuting, burn bans, travel efficiency strategies, etc. These are to be implemented and carried out by the local agencies. The goals of the Ozone Advance Program are:

- *Help attainment areas reduce emissions in order to ensure continued health protection,*
- *Better position areas to remain in attainment, and*
- *Efficiently direct available resources toward actions to address ozone and fine particle problems quickly.*

While participation in the program is not a guarantee that an area will avoid a future non-attainment designation, it can better position the

area to comply with the requirements associated with such designations. NETAC provides technical assistance to local industry and public education.

Ozone Action Days

Since conditions favoring ozone formation can be predicted, the Texas Commission on Environmental Quality alerts the community, in the form of announcing an Ozone Action Day, when these conditions are likely to cause an exceedance. Publicity and media news releases heighten public awareness, which in turn, can assist in reducing emissions. Suggested measures for citizens to reduce ozone precursors are: reducing vehicular trips, walking, bicycling, postponing filling of gas tanks or mowing lawns until late in the day, keeping cars in good operating condition, and buying products with lower Volatile Organic Compound (VOC) ratings. These voluntary measures are cost-effective and could make the difference in improving air quality status.

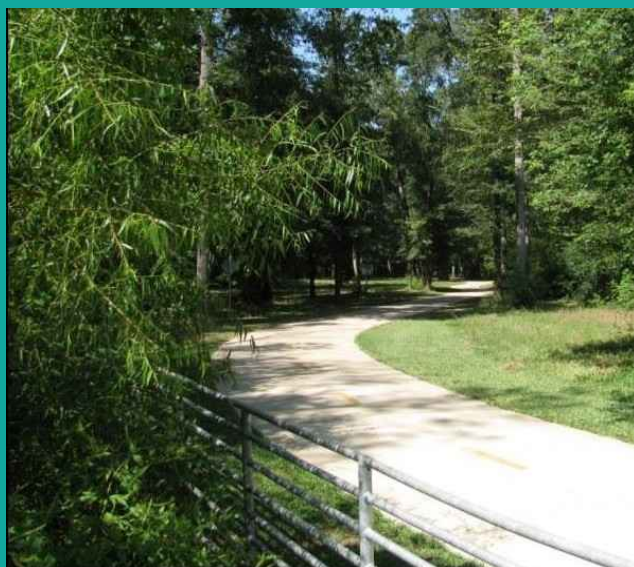


ENVIRONMENTAL RESOURCES

As the region grows and experiences a rising demand on the transportation system, transportation planning must consider the protection of the social and natural environment, which contributes to sustainable growth and quality of life. New roadways can produce disturbances to public spaces, such as parks, wildlife habitats, and an increased amount of impervious cover, such as concrete or asphalt. When it rains, roadways produce stormwater runoff, which must be managed to reduce pollution and preserve infrastructure.

Parks and Recreation

The Longview MPO community values the health and wellness benefits of parks and recreational facilities throughout the region. The cities of White Oak, Gladewater, and Longview place a high emphasis on parks, and as plans are considered and roadway projects designed, it is important that impacts to parks and recreational facilities are evaluated.



City of Longview Boorman Trail

Wetlands

Wetlands are areas that connect deep water and land, which help control floodwater and can filter pollutants. Wetlands areas such as marshes, swamps, ponds and bogs are biological nurseries for migratory birds, fish and aquatic plants. They also provide an important function of natural flood and erosion control.

The EPA monitors, restores, and provides programs to actively conserve wetlands. The U.S Army Corp of Engineers (USACE) is the designated agency that issues wetlands permits. Prior to issuing a permit, the USACE solicits input from environmental entities such as the EPA, the U.S. Fish and Wildlife Service, and the Texas Commission on Environmental Quality (TCEQ).

The most significant wetlands in the region are along a critical natural resource, the Sabine River, which runs east-west through southern Gregg County. The MPO's primary east-west transportation corridor, Interstate 20, traverses major wetland areas along the Sabine River system. The Sabine River poses challenges for transportation planning efforts. Environmental issues must be addressed early in the planning process and transportation projects should be developed to minimize adverse impacts to wetlands and other bodies of water.

The preferred mitigation strategy is to abstain from implementing transportation infrastructure in these areas, unless it is determined that no other alternative is feasible and the project is necessary. Project sponsors like TxDOT and cities are responsible for demonstrating that the improvement will have no negative impacts upon the environment or that negative impacts will be mitigated.

Environmental Mitigation Efforts & Initiatives

Transportation projects can have a significant impact on environmentally-sensitive areas throughout the construction, operation, and maintenance of roadways. There are several mitigation strategies to reduce stormwater runoff, protect wetlands, and other sensitive areas:

Stormwater Runoff:

- *Erosion control measures and runoff management to prevent pollution*
- *Minimize the risk of flood hazards by adjusting project location*
- *Use of permeable surfaces to reduce impacts on ground water discharge*

Wetlands and other resources:

- *Avoidance - Locate the project on an alternate upland site to avoid wetland damage or loss*
- *Minimization - If there is no reasonable alternate path, the project is designed to minimize adverse environmental impact. An example is surrounding a wetland area with a silt screen to prevent eroding soil from damaging the wetlands*
- *Compensation - In some cases, construction is allowed in a wetlands area when equal amounts of wetlands elsewhere are permanently preserved from development*



Sabine River seen with iconic East Texas oil wells
- u/redmutt1898

Parks and Recreation:

- *Avoidance - Whenever possible, the preferred option is to avoid impact to parks or recreational facilities*
- *Minimization - If there is no reasonable alternate path, the project is designed to minimize adverse social impacts*
- *Context Sensitive Solutions - Incorporating appropriate functional and/or aesthetic design features to enhance the facility. An example is providing safe bicycle and pedestrian access to the public space.*

Other mitigation strategies could include compliance with federal, state and local policies and programs that address water resources.

NEPAssist

NEPAssist is a tool that facilitates the environmental review process and project planning in relation to environmental considerations. The web-based application draws environmental data dynamically from EPA's Geographic Information System databases and web services and provides immediate screening of environmental assessment indicators for a user-defined area of interest. These features contribute to a streamlined review process that potentially raises important environmental issues at the earliest stages of project development.

This tool is designed to assist in the NEPA process. The National Environmental Policy Act (NEPA) requires federal agencies to integrate environmental values into their decision-making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions.

SAFETY & SECURITY

Starting with MAP-21, and continuing in the FAST Act, the transportation planning process must address a list of planning factors, including increasing the safety and security of the transportation system for motorized and non-motorized users. The MPO and their partner agencies work to ensure the overall safety and security of all travelers throughout the region.

SAFETY

Enhancing safety across the transportation system works to reduce traffic crashes and other unintentional events resulting in fatalities, injuries, or loss of property. Safety planning involves several different agencies, plans, and programs, aimed at improving the operational efficiency of the transportation system and influencing driver behavior. The MPO coordinates closely with TxDOT's Highway Safety Improvement Program (HSIP) and other safety-related programs to ensure project delivery is consistent with a supports statewide goals and objectives.

Regional Crash Data

Historically, the Longview MPO has placed a high priority on implementing projects in need of safety enhancements. This exercise includes the compilation of crash data throughout the region to assess safety issues and plan for improvements. In addition, MAP-21 and the FAST Act both emphasized a data-driven approach to safety planning. TxDOT provides MPOs access to the Crash Record Information System (CRIS), which provides data from crash reports collected by law enforcement. The CRIS database provides many attributes associated with crashes, including the location and severity of the crash. Throughout the development of Mobility 2045, the Longview MPO created a heat map of regional crashes from 2013

to 2017 to assist the public and the MPO Technical Committee with identifying safety needs.

Safety Education

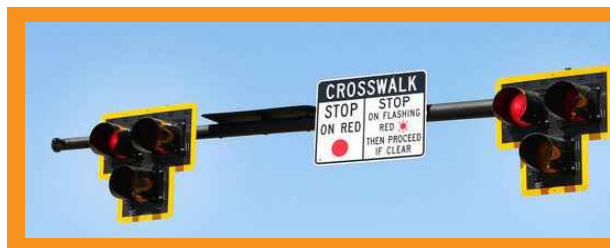
Partner agencies within the Longview MPO area effectively contribute to driver awareness and safe behavior for pedestrians and cyclists using the transportation system.

Longview Safety City

The mission statement of Safety City is “to educate children on safety in a hands-on environment to prevent childhood accidents and injuries.” Safety City simulates the real traffic environment of the Longview area with traffic lights, an overpass, railroad crossing, and buildings. The Longview Police Department and trained volunteers host classes where children ride bicycles and miniature cars throughout the “city” to develop safe travel habits.

Safety Messaging

The City of Longview works alongside the Police Department to ensure drivers, bicyclists, and pedestrians understand safe travel behaviors, including watching for pedestrians, crossing the street safely, and sharing the street with bicyclists. In August 2019, the City of Longview installed the area's first High-Intensity Activated Crosswalk (HAWK) beacon, which is a traffic control device used to stop road traffic and allow pedestrians and bicyclists to cross the street. The City of Longview released informational videos and social media posts to educate travelers on how to approach and cross the HAWK beacon safely.



Safety Campaigns

TxDOT's #EndTheStreakTX is a safety campaign with a focus on November 7, 2000, which is the last day Texas roads went without a fatality. Since this time, Texas has seen over 65,000 deaths on roadways, with the leading causes being failure to stay in one lane, alcohol, and speed. #EndTheStreakTX reminds Texans to:

- *Buckle seatbelt - all passengers need to be buckled*
- *Pay attention - put phone away and avoid distractions*
- *Never drink and drive - drunk driving kills; get a sober ride home*
- *Drive the speed limit - obey speed limits and drive slower when weather conditions warrant*

TxDOT raises awareness for fatality statistics and driver behavior on social media using photo and video testimonials.

Safety Committees

Pay Attention East Texas

Pay Attention East Texas (PAET) was created in 2007 in response to a study that reported East Texas having significantly higher crash rates resulting in injury or fatality in comparison to the statewide average. The mission of PAET is to “promote a safe driving environment through public education, and safety awareness; reduce the number and severity of traffic crashes in East Texas and to design and implement prevention strategies.” Longview MPO staff serve as members of PAET.

Safety Planning

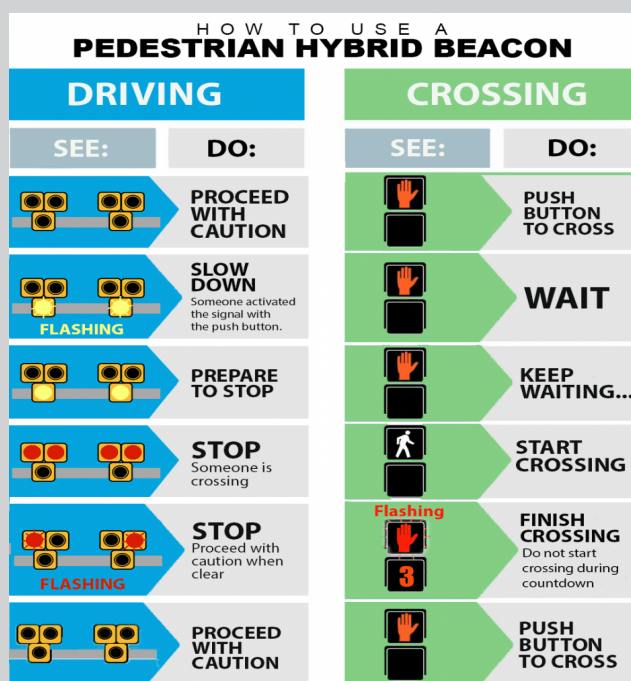
Texas Strategic Highway Safety Plan

The 2017 Strategic Highway Safety Plan (SHSP)

(SHSP), developed through collaboration across disciplines, modes, and public and private sector agencies and organizations, represents an effort to stem the tide and begin reducing traffic fatalities and injuries. The SHSP is structured around seven emphasis areas: distracted driving, impaired driving, intersection safety, older road users, pedestrian safety, roadway and lane departures, and speeding.

Safety Focus Areas

- *Coordinate with agency partners and stakeholders*
- *Continue to educate travelers on safe driving behavior, walking and bicycling*
- *Integrate safety at all levels of planning and project implementation*
- *Improve data collection strategies for bicycle and pedestrian crashes*
- *Implement safety performance management (see Chapter 10)*



HAWK signal social media informational message

SECURITY

A secure transportation system ensures the protection of critical infrastructure and exposes users to less risk. Transportation security planning includes the assessment of natural disasters, emergency response and preparedness, and infrastructure preservation.



Resiliency and Risk Management

Mitigation strategies for natural hazards must be considered to reduce the potential for damage to the people and assets of the region and to provide safe and secure transportation movement. According to the Gregg County 2018 Hazard Mitigation Action Plan, the most likely hazards to occur in Gregg County are wind storms, lightening, and hail storms. In addition, the MPO region is subject to wildfires, tornadoes, flooding, severe winter storms, extreme heat, and drought. In recent years, the MPO region has seen its fair share of flash flooding, tornadoes, and wind storms, including a May 2017 tornado in north Longview with \$750,000 in damages and an April 2015 tornado in east Longview with \$1 million in damages. In addition, wind storms and flash flooding have contributed to injuries and damage to homes. Natural hazards take an emotional toll on those affected, cost the region millions of dollars in damages, and interrupt critical transportation infrastructure.

In addition, it is important to preserve key roadways in the event of a mass evacuation. The MPO region maintains several hurricane evacuation routes, including US 271, Loop 485, IH-20, and US 259.

Emergency Response

A joint effort between Gregg County and the City of Longview, the Emergency Operations Center (EOC) plans for the impact of natural disasters, storms, tornadoes, hurricane evacuations, chemical accidents or industrial explosions and their impact to the transportation system. Longview MPO staff provide planning assistance and participate in exercise drills and emergency situations to facilitate the movement of people and goods safely and securely in the event roads or highway are damaged, closed or overloaded.

Cybersecurity

Partner agencies of the Longview MPO manage their own cybersecurity procedures and protections and should take care that critical infrastructure information remains secure. Longview MPO staff members are required to attend cybersecurity training to stay informed and reduce the risk of a successful cyber attack. As technology develops, cybersecurity will remain a critical component of maintaining a secure transportation system.

Security Focus Areas

- *Conduct studies on new technology to increase infrastructure resiliency*
- *Work with local groups to identify vulnerabilities around transportation and cybersecurity*
- *Continued development of the area's Emergency Operations Center (EOC)*
- *Recognize the potential for damage to the transportation network such as flooded roadways, bridge damage, and accelerated pavement deterioration*



6

MULTIMODAL PLANNING

MULTIMODAL PLANNING

Bicycling, walking, and utilizing public transportation are critical components to a transportation system and are examples of sustainable transportation, meaning they utilize renewable sources or high ridership. Providing travel options other than the automobile creates opportunities for improved health, reduction in pollution, greater equity, natural resource preservation, reduced traffic congestion, and a greater sense of place throughout the greater Longview area. These benefits warrant the development of a transportation system that enables travelers to move safely and comfortably by foot, bicycle or public transportation.

BICYCLES AND PEDESTRIANS

Existing Conditions

Many people walk and bike in the greater Longview area, whether for recreation or to get where they need to go. Everyone that uses Longview Transit walks or bikes at least a short distance to access the bus routes. Longview's trail system is popular with people that like to walk, jog, or bike for fun and exercise.

There are approximately 8.5 miles of paved linear trails in the area, all of which are located in north Longview. In addition, there are several miles of nature trails and mountain bike trails, as well as just over 3.5 miles of short park loop trails located throughout the area.

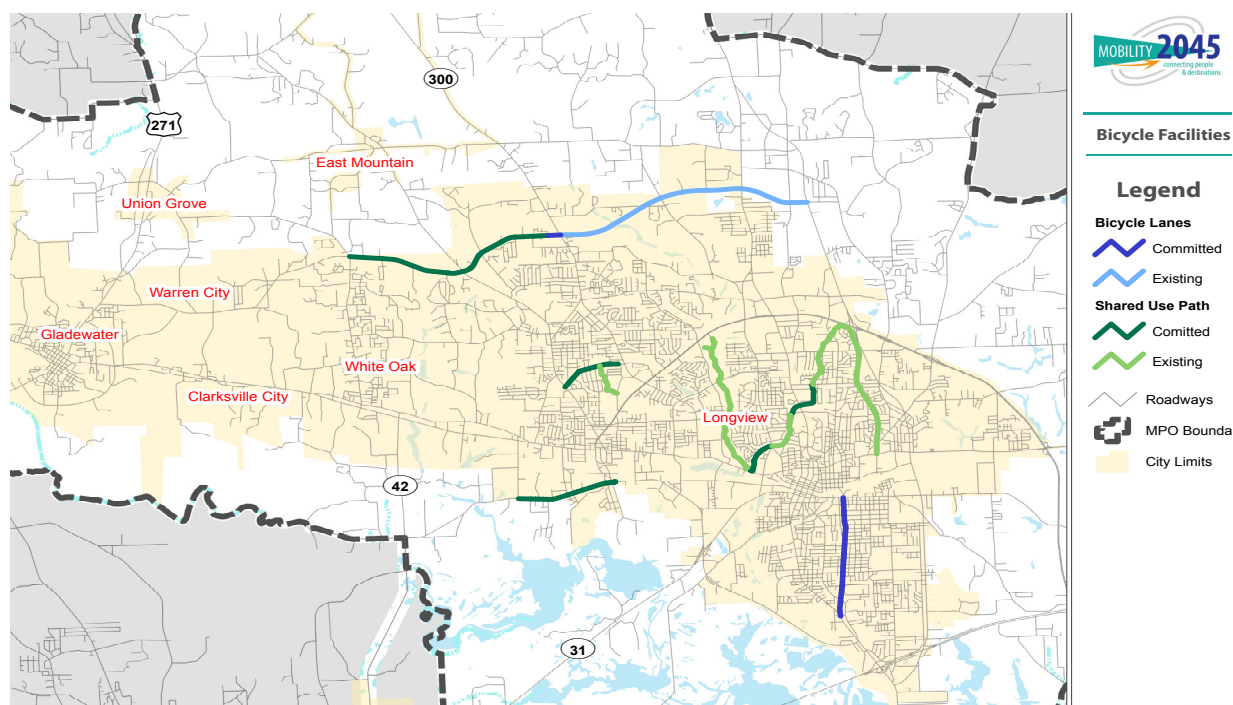
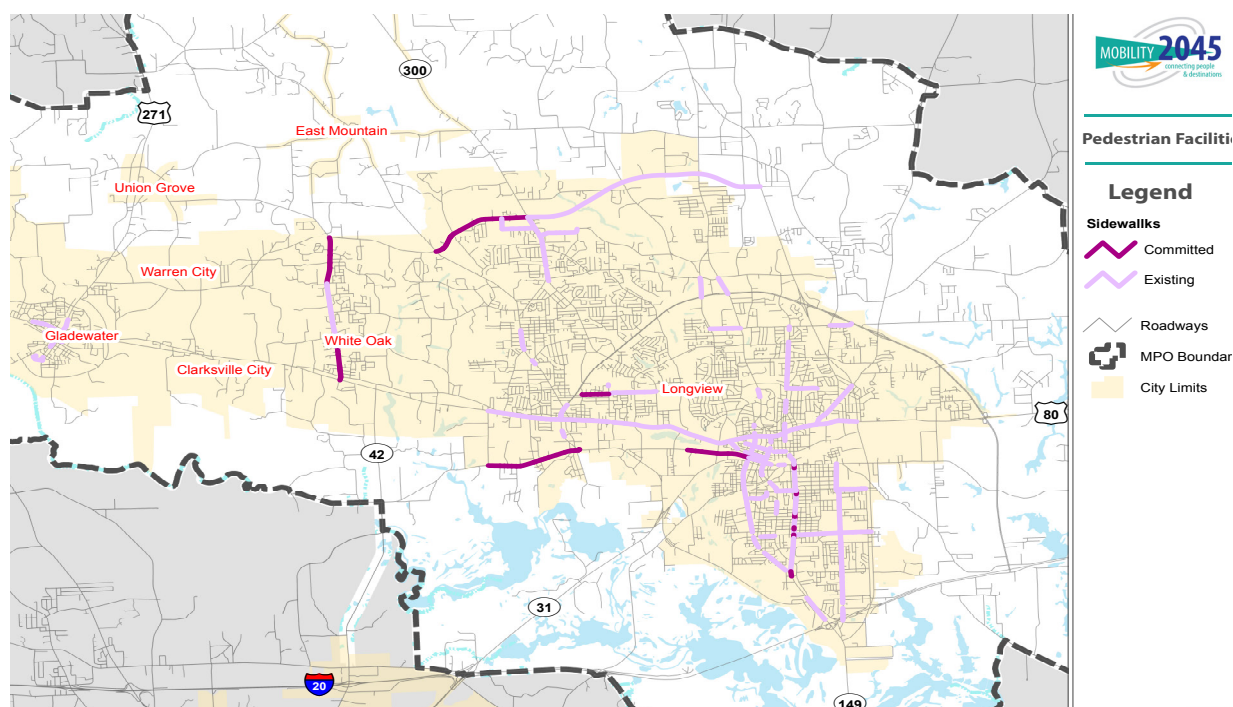
There are relatively few sidewalks in the area, which primarily exist in the downtown areas of Longview and Gladewater, along Highway 80 through Longview, and in south Longview along arterial streets. Recently constructed streets (such as George Richey Rd.) include sidewalks.

Recently, the first bike lanes were built in the greater Longview area on George Richey Rd. (FM

2275) between Gilmer Rd. (SH 300) and Highway 259. In addition, many people bike on streets and roads in the area that do not have dedicated bikeways.

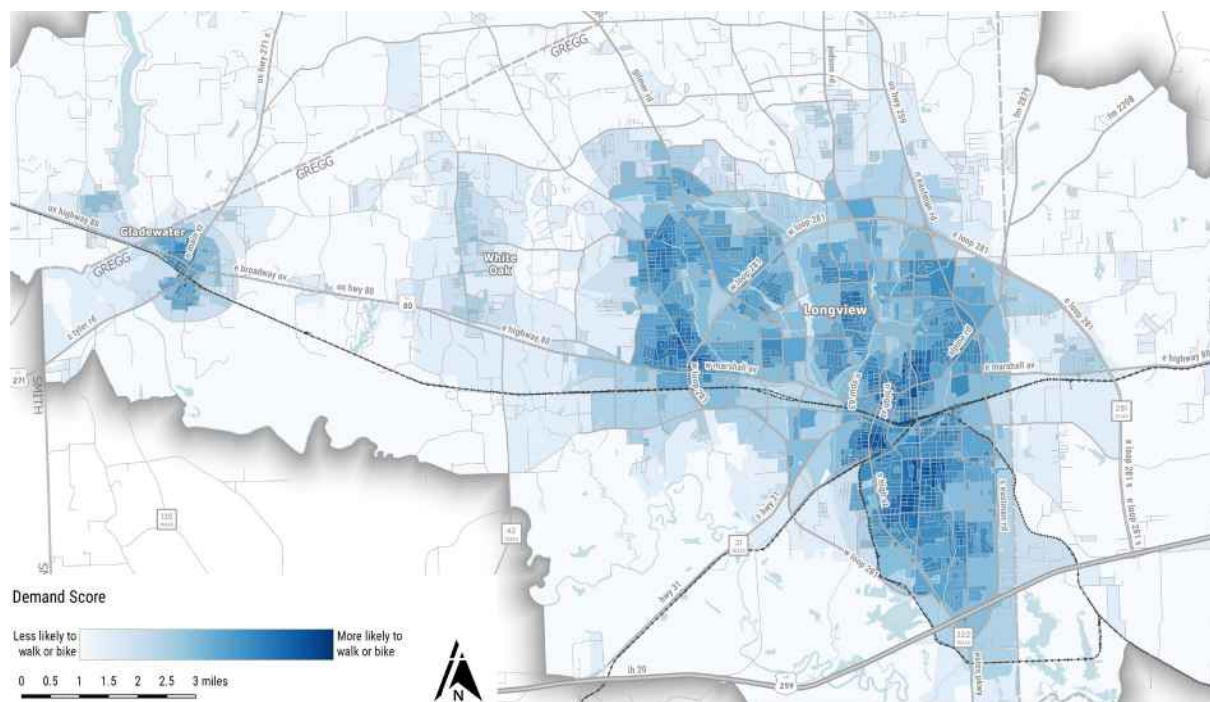


Figure 6-1 and **Figure 6-2** illustrate the current bicycle, paved shared-use path, and sidewalk network within the MPO boundary and highlights upcoming additions due to committed projects in the MPO's 2019 - 2022 Transportation Improvement Program (TIP) and the 2018 City of Longview Bond Package.

Figure 6-1. Current bicycle and trail network**Figure 6-2.** Current sidewalk network

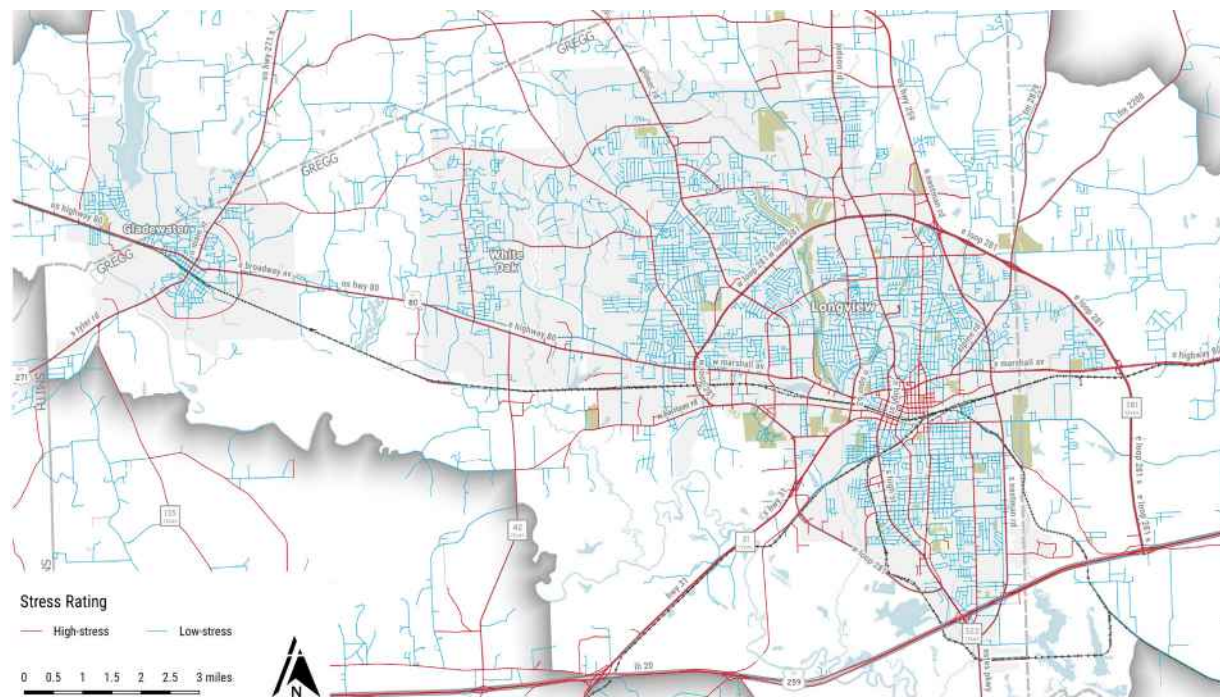
As part of the 2018 Bicycle and Pedestrian Plan, a demand analysis was performed to illustrate where people are-or would most likely-bike or walk, based on development patterns and social and economic characteristics. Demand scoring was based on intersection density, population density, transit routes, percent of households below the poverty line, and employment density.

Figure 6-3. Demand analysis: where people are most likely to walk and bike



This analysis (**Figure 6-3**) highlights priority areas for adding or enhancing bicycle and pedestrian infrastructure and allows the MPO to prioritize funding for sidewalks or bikeways in locations that have the greatest potential to increase walking and biking. In addition, the Bicycle and Pedestrian Plan classified streets as “low-stress” or “high-stress” for bicycling, based on a traffic stress analysis (**Figure 6-4**).

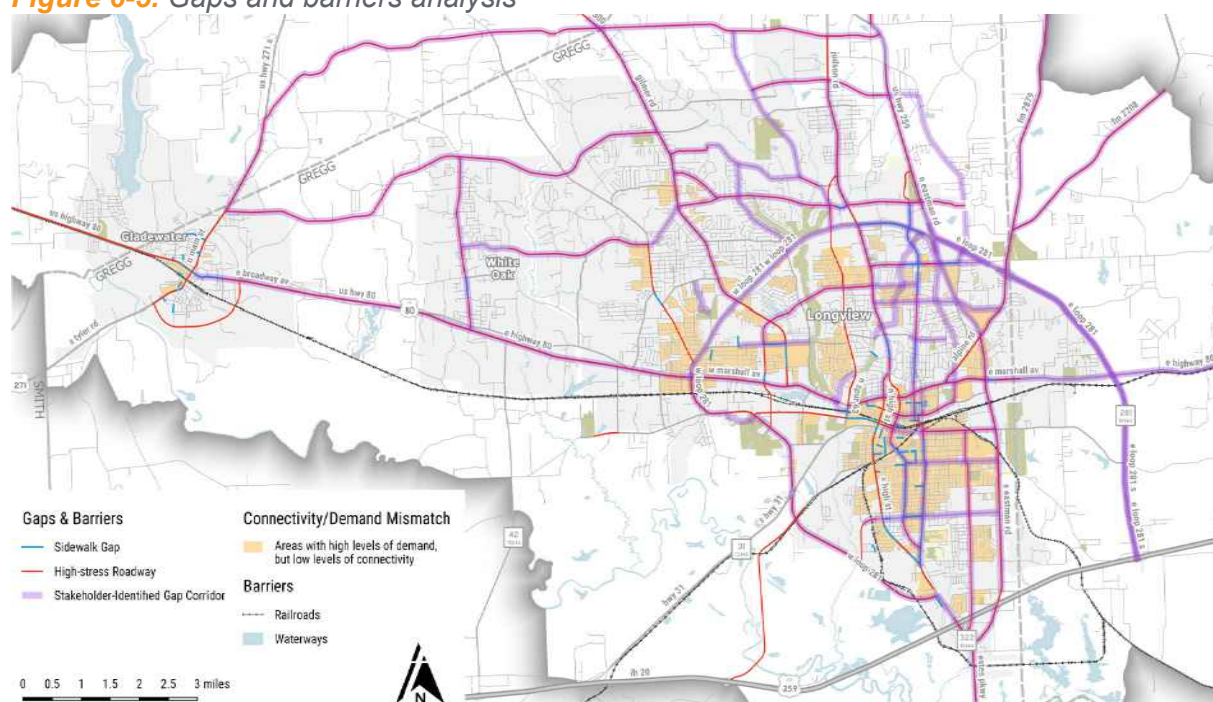
Figure 6-4. Traffic stress analysis: low-stress and high-stress bikeways



This classification uses characteristics of the roadway such as speed limits, the amount of motor vehicle traffic, and bikeway separation. Trails are typically classified as low-stress. This classification is important because people have different levels of comfort interacting with motor vehicle traffic when they are biking or considering biking. The traffic stress analysis, when compared with the demand analysis, can highlight roadway segments in areas where demand for bicycling trips is high, but traffic stress is also high.

Planners must also place importance on a continuous bike network, rather than a patchwork of bike lanes, trails, and sidepaths, to better connect people with the places they want to go. In addition, an assessment of gaps and barriers (Figure 6-5) for bicycle and pedestrian connectivity is important when selecting projects.

Figure 6-5. Gaps and barriers analysis



Safety

Bicycle and pedestrian routes should be implemented in a manner to provide safe and efficient movements. According to the Fatality Analysis Reporting System (FARS), the Longview MPO area had 35 bicycle and pedestrian fatalities due to traffic crashes from 2010 - 2016. In addition, 191 injuries were reported during the same time period (Crash Records Information System - CRIS). Safety concerns remain a major barrier to many people who currently walk or bike.

Recent Progress

In recent years, all new construction or reconstruction projects have considered the need for bicycle and pedestrian amenities. The City of Longview passed a bond package in November 2018 that included implementing the first complete street, which is a roadway designed to accommodate all forms of transportation. This project will be constructed along Mobberly Avenue and will include bicycle lanes,

sidewalks, automobile traffic, and Longview Transit public transportation. Mobberly Avenue also serves access to the Longview Multimodal Transportation Center, which includes access to additional travel options.

State projects are also contributing to additional bicycle and pedestrian amenities. The MPO short range plan includes projects with shared-use paths, sidewalks, and bicycle lanes, all going to construction within the next several years.

Plans and Studies

2018 Bicycle and Pedestrian Plan

The Longview MPO has developed a plan for enhancing walking and biking in the greater Longview area. This project includes an analysis of where people are most likely to walk and bike, assessment of the safety and comfort of streets and trails, and identification of community preferences for future investments. The plan includes new policies and goals for active transportation; recommendations for new sidewalks, trails, and on-street bikeways; a system for prioritizing investments; and a list of priority pedestrian and bicycle projects. This effort documented the growing interest in bicycling in the region with 1,774 survey respondents.

The most common recommendations from the plan include the following facility types:

Trails: paved shared-use path located in an independent right-of-way (example: Boorman Trail)



Sidepaths: paved shared-use path along a roadway (example: the first sidepath for the MPO will be constructed with the widening of Harrison Rd.)



Sidewalks:



Bike Lanes (example: George Richey Rd.):



Buffered Bike Lanes: bike lane with a painted buffer between the bicyclist and the travel lane



In addition, the plan provided infrastructure recommendations as shown in **Figure 6-6** and **Figure 6-7**.

Figure 6-6. Pedestrian infrastructure recommendations

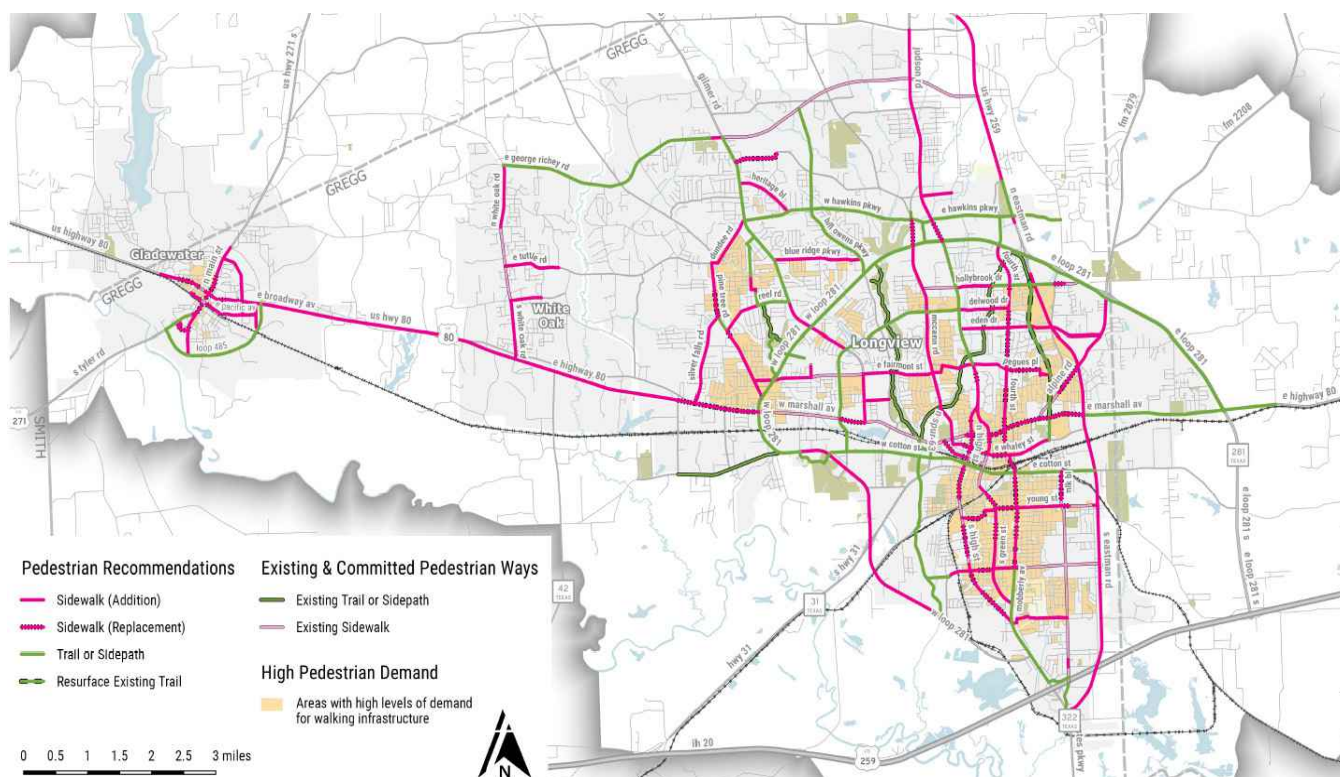
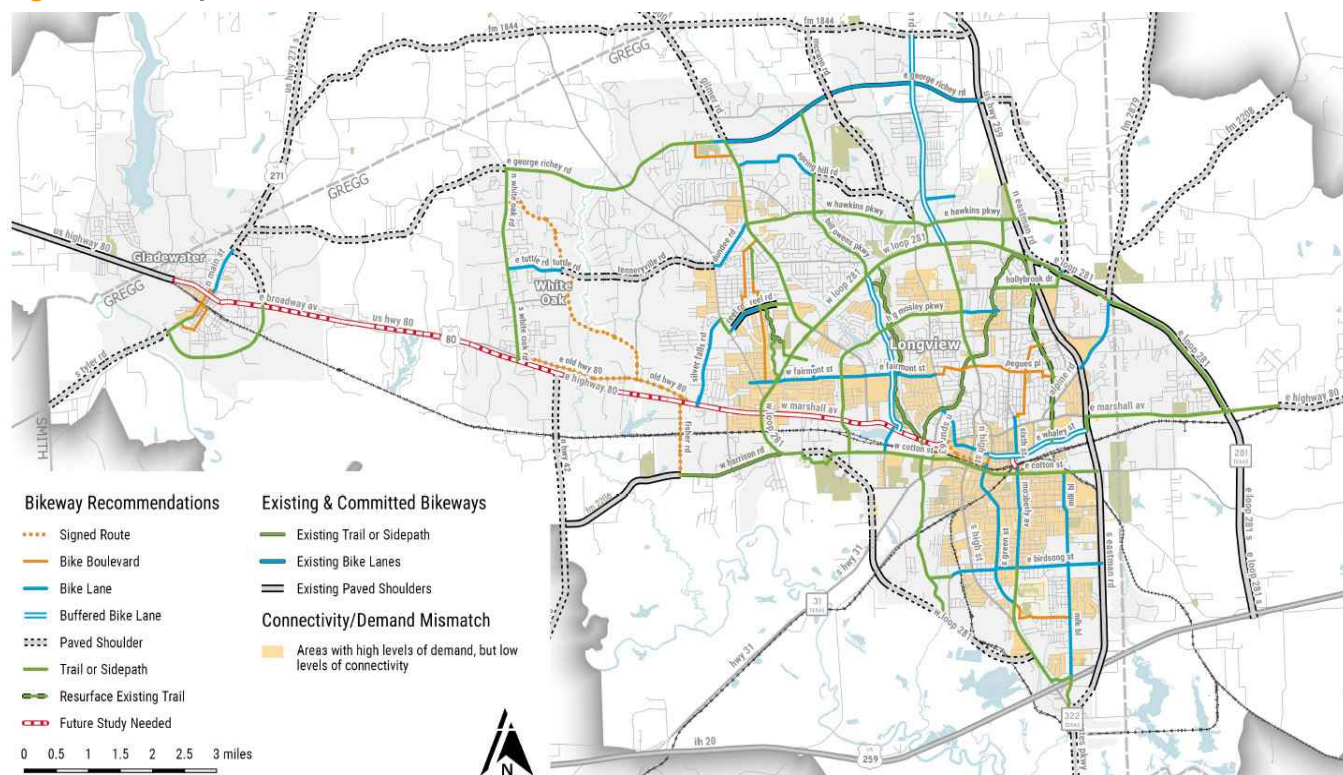


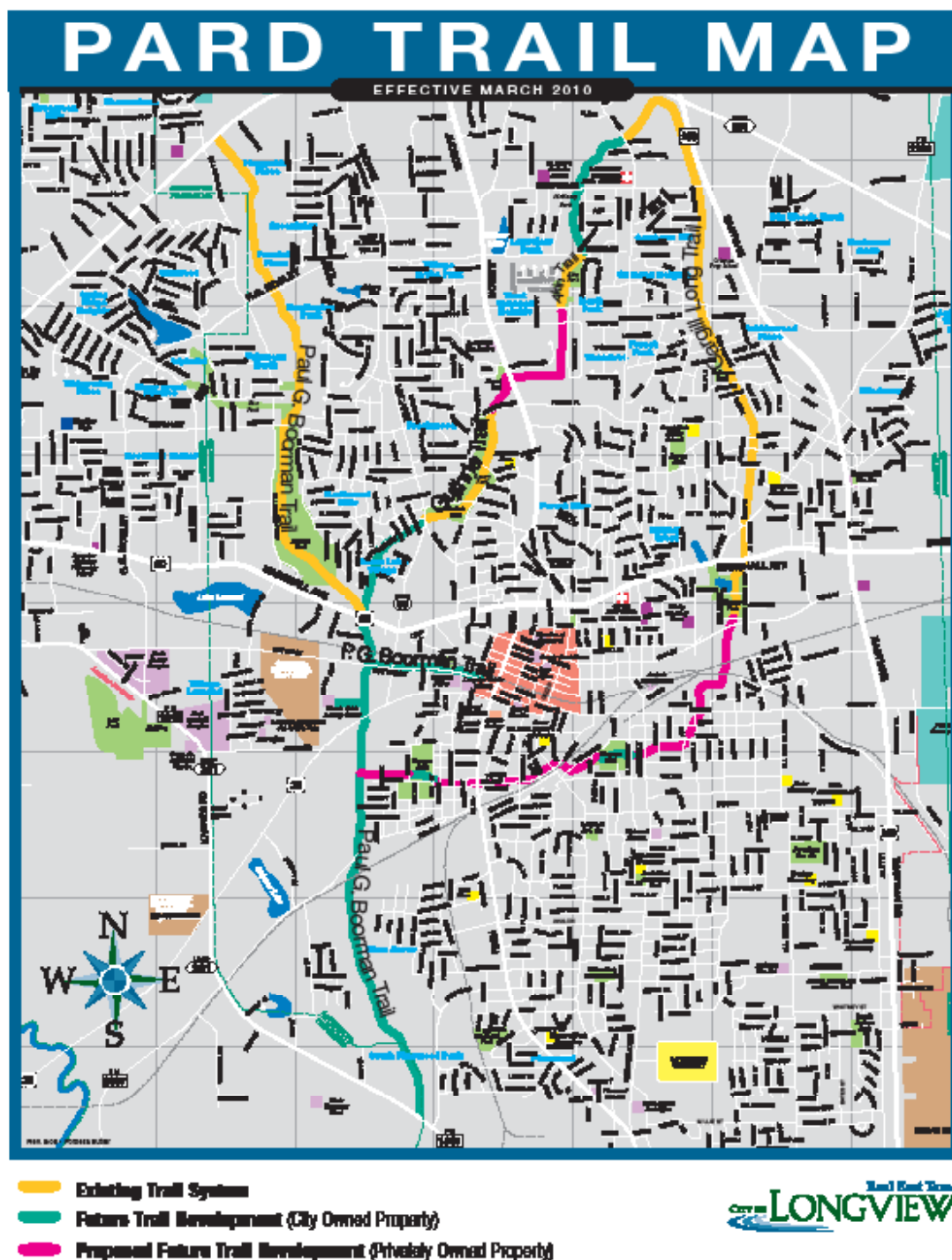
Figure 6-7. Bicycle infrastructure recommendations



Longview Parks and Recreation Trail Plan

The Parks and Recreation Department maintains several trails throughout the community and has plans for expanding the trail system as illustrated in **Figure 6-8**. This includes the extension of the Boorman south of US 80 to Birdsong Ln., where current trails are limited.

Figure 6-8. City of Longview trail plan map



Regional Connections

TxDOT initiated a Texas Bicycle Tourism Trails Study in 2017 with a purpose of creating a network of bicycle tourism trails across Texas that would highlight the natural, historic, and exceptional landscapes across the many unique regions of the state. These tourism trails would attract bicyclists from around the nation and the world, showcase communities across the state, and boost economic development. The Longview MPO had an opportunity to participate in the development of the tourism trail map and was successful in adding several routes within the Longview MPO area.

Bicycle and Pedestrian Focus Areas

The MPO has identified key strategies to have a strong and positive impact on bicycle and pedestrian safety and mobility.

- *Explore Policies and Programs that support the goals and objectives of the Longview MPO Bicycle and Pedestrian Plan*
- *Focus on high quality bicycle and pedestrian connections that enhance access to key destinations*
- *Develop and research ways to collect data on bicycle and pedestrian use across the transportation network*
- *Maintain inventory for bicycle and pedestrian network - sidewalks, bike lanes, trails*
- *Enhance education materials to increase awareness of safe travel habits*
- *Invest in bicycle and pedestrian projects that provide safer routes in high crash areas*



PUBLIC TRANSPORTATION

Public transportation is an important part of the regional transportation system and provides an alternative method of commuting for travelers. High ridership travel modes are more sustainable in comparison to single occupancy automobile travel, which emits a greater amount of air pollution on a per traveler basis. In addition, public transportation reduces the operating and maintenance costs of personal vehicles and provides mobility access to users who do not own a vehicle.

The Longview area is fortunate to have access to multiple forms of public transportation, including intercity bus, passenger rail, taxi, and commercial air travel.

Bus Service

Longview Transit - Urban

Longview Transit, a local fixed route bus system, provides public transportation for the City of Longview. Fixed route operations began in 2003 and buses run six days a week. The provider's mission statement is "to provide safe, efficient, and reliable transportation services while providing quality customer service." Services are currently available along six fixed routes, and a bus driver will pick up passengers anywhere along a designated route, as long as the location can be accessed safely.

In addition, Longview Transit operates a paratransit, shared ride public transportation program, enabling routes and scheduled to transport multiple passengers to their destinations. Demand-response service is available to eligible passengers. In fiscal year 2018, Longview Transit provided the following trips as outlined in **Table 6-1**.

Table 6-1. Longview Transit Ridership 2018

Service Type	Passenger Trips
Fixed route	245,443
Paratransit	5,147

Longview Transit has a fleet of 11 buses that operate along six fixed routes. Their buses are equipped with ADA compliant announcement systems that allow those with disabilities to be able to hear the stops as the bus approaches a location. The paratransit fleet consists of seven vehicles.

Currently, Longview Transit is working on an application system that will allow riders to access bus locations in real time on a cell phone. This will attract new riders and provide a more convenient service for current riders. This effort is in collaboration with the City of Longview.

In addition, Longview Transit is partnering with GoBus to provide bus service to the Gladewater area. Funding for this service comes from Federal Transit Administration (FTA) Section 5310, which provides funding for the purpose of meeting the transportation needs of older adults and people with disabilities.



Longview Transit participates in many outreach events to encourage increased ridership, including Dump the Pump Day. This event is held annually and provides free rides all day to current and potential Longview Transit riders.

In October 2019, Longview Transit relocated their transfer center from Magrill Park to the newly constructed transfer center at the Multimodal Transportation Center, discussed in more detail later in this chapter. Relocating the transfer center provides more efficient bus operations and a safer environment for travelers. In addition, relocating allowed Longview Transit to perform an evaluation of their route system and they were able to expand their service area.

GoBus - Rural

The East Texas Council of Governments (ETCOG) operates a rural transportation system (GoBus) five days a week, throughout a 14-county region of East Texas, which includes the Longview MPO area. The GoBus service is aimed towards a shared ride concept, enabling routes and scheduled to transport multiple passengers to their destinations.

GoBus drove over 1.3 million miles and provided 92,117 passenger trips in 2018, and is projected to provide more than 100,000 trips in 2019.



In addition, ETCOG operates a service called GoVet, which provides public transportation to Overton Brooks VA Hospital in Shreveport, LA. This service is free for veterans and active military and runs on Tuesdays.

Greyhound - Intercity

Greyhound bus operates in Longview on a daily basis. In 2013, the bus service moved to the Multimodal Transportation Center, where it shares a location with Longview Transit and Amtrak. Relocating Greyhound has provided interconnectivity between several forms of transportation at a singular location in the region.

The service currently operates 12 buses each day, and including transfers, could have up to 20 buses pass in a given day. Greyhound has the potential for 500 to 600 passengers to be transported daily through Longview.



Passenger Rail Service

Amtrak

Amtrak is a subsidized passenger rail service and is the sole provider of passenger rail in Texas. The Texas Eagle is a 1,306-mile passenger rail route operated by Amtrak. Trains run daily between Chicago and San Antonio, and continue to Los Angeles three times a week via the Sunset Limited.

Longview is home to an Amtrak station along the Texas Eagle route, operating two trains per day, seven days a week. For connections east and south, Amtrak's thruway charter buses depart the Longview Station for Shreveport twice each day and depart for Houston once each day.

In fiscal year 2017, Amtrak reported 393,484 total boardings and alightings throughout Texas, which is an increase of 8.8% from fiscal year 2016. Of this total, the Longview station saw 33,936 passengers.



High Speed Rail

The I-20 Corridor Council was formed to re-establish passenger rail along the Interstate 20 Corridor, extending from Fort Worth, Texas to Atlanta, Georgia, ultimately connecting to New York City. The Council is a non-profit corporation which seeks to establish a regional consensus for providing daily frequencies for higher speed passenger rail along existing railroad right-of-way for the more than 8 million residents along the I-20 corridor.

With federal grant support, the Council implemented the following studies:

1. *Amtrak Feasibility Study - Determined that the proposed route by the Council was economically feasible without annual ongoing state subsidies*

2. *TxDOT Capacity Study - Reflected that \$82 million will be required to pay for increased siding within the three states, with an additional \$7.5 million to be the costs of additional passenger terminal facilities within the states of Louisiana and Mississippi*

The Corridor Council is currently working to encourage Amtrak, the host carriers, TxDOT, and the Federal Railway Administration (FRA) to work together in a collaborative effort to bring passenger rail travel to the region.

The Texas-Louisiana Rail Coalition (TLRC) also works to coordinate and cooperate on potential passenger rail linking East Texas and Louisiana with the Dallas-Fort Worth area. TLRC is focused on implementation and development of a funding strategy for a future passenger rail investment in East Texas.

Advocates for higher speed passenger rail are committed to bringing a more reliable and enhanced transportation option to the region.

Local Airports

Gladewater Municipal

Gladewater Municipal Airport is owned by the City of Gladewater and is a public-use general aviation airport located along US Hwy 271 in Gregg County, Texas. The most frequent aviation-related activities that take place at the airport are recreational flying and flight training/education.

Additionally, the airport provides several community-based services and programs to enhance the health, safety, welfare, and quality of life of area citizens. Such services at Gladewater Municipal Airport include Civil Air Patrol search-and-rescue operations and aviation information/education programs. Gladewater Municipal Airport

also serves as a gateway for visitors who use the facility to access local recreational opportunities.

The Gladewater Municipal Airport consists of a terminal building, 2 runways, 6 enclosed city-owned hangars, 10 T-hangars and 49 privately owned hangars. The airport is an important economic generator for the city as it supports 11 jobs, with an estimated direct payroll of \$345,000. The direct output attributable to the airport is estimated at approximately \$1.5 million. Additionally, the 2,900 general aviation visitors that arrive at the airport each year support 11 visitor-related jobs and \$225,000 in payroll. General aviation visitors are also responsible for nearly \$363,000 in direct economic output.

East Texas Regional Airport

The East Texas Regional Airport, located along State Highway 322, four miles south of Longview, has been served by commercial airlines for more than four decades. The airport is owned by Gregg County and operated by the Commissioner's Court. Over the last several years, American Eagle (operated by Envoy Air) is the sole commercial airline at the airport, providing two daily round-trip flights on 50-passenger regional jets to/from Dallas Fort-Worth International Airport.

The East Texas Regional Airport is served by two asphalt runways. Primary Runway 13-31 is 10,000 feet long and Secondary Runway 18-36 is 6,109 feet long.

The airport's annual economic impacts were estimated in 2010 by the University of North Texas Center for Economic Development and Research. Based on an employment level of 366, general aviation activities were estimated to generate \$46.6 million in economic activities with salary, wages, and benefits contributing \$11.7

million. Combining commercial activities with general aviation, the annual economic activity was estimated at \$73 million, with salary, wages, and benefits contributing \$22.2 million (based on an employment level of 648).

Passenger enplanements (departing passengers) for 2017 were recorded at 19,297, according to the Bureau of Transportation Statistics.

The airport is suitable for nearly any type of aircraft, including military, and had 49,551 takeoffs or landings in 2017, according to the Federal Aviation Administration (FAA). Takeoff and landing operations include air carrier, air taxi, military, and general aviation. Two fixed-based operators and other specialty operators service the airport, supplying fuel, hangar space, flight school, charters, completion, and maintenance facilities. LeTourneau University's Abbott Aviation Center is located at the airport and is one of the nation's leading aviation training programs.

In September 2017, an Airport Master Plan study was undertaken over a one-year period. Results from the study were presented to the Gregg County Commissioner's Court in January 2019. The Airport Master Plan provides development objectives for a 20-year planning period and details the rationale for the future airfield configuration, hangar development, on-airport land use, and future capital requirements.

Currently, the airport provides free parking and sponsors Avis and Budget as a car rental agencies in their terminal. The airport also has taxi, limousine, and ride share service in the area that can be used to transport to and from the terminal. Additional transportation options connecting the airport should be explored to provide better accessibility to the community.

Public Transportation Committees

EasTexConnects

EasTexConnects was formed in 2005 in response to HB 3588, aimed at reducing wastefulness of transportation resources by maximizing coordination between agencies. The responsibility of EasTexConnects is to address the goals of HB 3588 and develop a regional coordination plan for the 14-county area of State Planning Region 6.

The EasTexConnects Committee is comprised of elected officials or their appointees, citizens, and representatives of social service agencies, local transportation providers, and businesses. The committee's purpose is to improve the quality of life in East Texas through transportation choices.

The mission is to create and connect a comprehensive, flexible, and sustainable public transportation system throughout and beyond the 14 counties of State Planning Region 6. The committee has officially adopted six priorities to fulfill the mission:

1. *People first, barrier free*
2. *Multimodal interconnectivity across the region*
3. *Aggressive outreach and education to a broad base*
4. *Increased and flexible funding*
5. *Increased and expanded services*
6. *Emergency planning and homeland security*

EasTexConnects develops plans and programs to address regional transportation needs now and in the future. These include the 2016 Coordination Plan, 2013 Strategies Report, 2012 Regional Transfer Plan, 2012 Marketing Plan, and 2012 Fueling/Maintenance Plan.

The Coordination Plan includes a set of short- and long-term recommendations for enhancing transportation. The following progress and efforts have been made:

- *Increased public transportation education and promotion of services by developing a regional mobility guide and individual county service brochures*
- *Interconnectivity Day was held and resulted in a veterans transportation day and basic training brochure. Efforts are underway to implement a county-wide Interconnectivity Day.*
- *Efforts are underway to implement a one-stop regional transportation call center*
- *Developed a Regional Transportation Marketing Plan*
- *Regional vehicle maintenance - Longview Transit currently provides maintenance for GoBus*
- *MPOs have encouraged transit-oriented-development (TOD) strategies in long-range plans*
- *Longview Transit has constructed a transfer center at the Multimodal Transportation Center*
- *Efforts are underway to consolidate the purchase of transportation tickets across providers*
- *Efforts are underway by multiple providers to have an online tool to track buses in real time*



Plans and Studies

Multimodal Transportation Center

The Longview Multimodal Transportation Center enhances the connectivity of Longview Transit fixed-route services, Greyhound intercity bus service, and Amtrak passenger rail. In 2014, the Amtrak Station was renovated and restored to its historic condition. The City of Longview 2018 bond package will provide bicycle and pedestrian access to the Center, benefiting the community with access to increased travel modes.

In October 2019, Longview Transit completed the construction of their new transfer facility, which adds bus terminals for Longview Transit and Greyhound. Additional improvements have also been made to the property to improve aesthetics and create an accessible, safe and secure location for the traveling public.

Longview Transit is continuously seeking ways to improve the efficiency and convenience of traveling. Options for bus service to the East Texas Regional Airport have been explored and a partnership with GoBus is in the works to provide service to a gap area within the City of Gladewater.



New Longview Transit Transfer Center, 2019

Pedestrian-Transit Access Study

In 2013, the MPO, in conjunction with the City of Longview and Longview Transit conducted a Pedestrian Transit Access Study. The Plan focused on identifying improvements for the following transit corridors:

- *Mobberly Avenue, from the Multimodal Transportation Center to High Street*
- *Cotton Street, from the Multimodal Center to Loop 281*
- *Fourth Street, from the Multimodal Center to Hawkins Parkway*

The City of Longview has made pedestrian improvements to the Cotton Street route and is working on the design to reconstruct Mobberly Avenue into the city's first Complete Street.

Public Transportation Focus Areas

- *Promote community design that integrates mixed-use buildings into a walk/bike friendly environment near transit stops*
- *Develop methods of connecting local public transportation options to the East Texas Regional Airport*
- *Explore opportunities to provide services to individuals with limited transportation options*
- *Maintain, develop, and expand existing Longview Transit services*
- *Utilize feasible incentives to encourage use of public transportation*
- *Research ways to increase efficiency and improve convenience of using public transportation*

PLANNING PRACTICES

Smart Growth

Smart Growth has become a popular idea in the forefront of the ‘sustainable development’ movement. This concept is formulated around developing cities in a way that promotes healthy living, ease of access, and utilizing more environmentally friendly forms of transportation. One way that this has been promoted is by encouraging cities to develop dense, mixed-use living communities.

Transportation in Smart Growth focuses on alternative means of moving people. Some of the core concepts involve constructing sidewalks and bike lanes, improving existing pedestrian facilities, and promoting transit-oriented developments (TOD) in cities. Cities can encourage walking, biking, and public transit by making it more convenient to use these modes of transportation than it is to drive.

Complete Streets

Complete streets are designed to accommodate all forms of transportation. A complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

Complete Street design delves into the realm of context sensitive design. A complete street in a rural area would look very different than that of a downtown street. In areas where a fixed route routinely stops has different needs than areas that are far away from transit stops. In rural areas, highway shoulders are adequate for some riders, especially in low traffic areas. Side paths or trails are separated from traffic and are a great way to safely ride or walk in rural areas with high traffic

volumes. In addition, factors such as speed and traffic volumes must be considered when designing a Complete Street.

Transit-Oriented Development

Transit-oriented development (TOD) is a community design that integrates mixed-use buildings into a walk/bike friendly environment. These neighborhoods are constructed densely near transit stops. This allows for individuals to have communities in where they are able to walk or bike to shops, restaurants, and other everyday activities.

There are many benefits to TODs that cities can take advantage of in future development:

- *Reduced household driving and thus lowered regional congestion, air pollution and greenhouse gas emissions*
- *Walkable communities that accommodate more healthy and active lifestyles*
- *Increased transit ridership and fare revenue*
- *Potential for added value created through increased and/or sustained property values where transit investments have occurred*
- *Improved access to jobs and economic opportunity for low-income people and working families*
- *Expanded mobility choices that reduce dependence on the automobile, reduce transportation costs and free up household income for other purposes*

TODs are not only beneficial to the overall transportation system, but can also serve as economic generators. Having mixed-used developments in dense spaces create opportunities for business to be in close contact with their consumers. Having clustered communities allows for target demographics with ease of access to all individuals.



7

ROADWAY SYSTEM

A well-planned and designed transportation network of streets and highways is the lifeblood of the community and local economy. Investments in our transportation system are essential to sustained regional job creation, economic prosperity and quality of life. In order to develop a sound transportation plan to meet the mobility needs of the greater Longview area, it is critical to forecast future growth and forecast traffic on major streets and highways throughout the region to determine the demand for transportation facilities.

As part of Mobility 2045, the Longview MPO Regional Thoroughfare Plan (RTP) was updated to provide policy guidance for agencies within the MPO planning area. The RTP is a long range plan that identifies the location, type, and design of roadway facilities that are needed to meet the projected long-term growth in the region. The plan serves as a tool for jurisdictions within the MPO planning area to preserve future corridors for transportation system development.

The MPO region is served primarily with a network of United States (US) and State Highway (SH), Farm-to-Market Roads (FM) and County Roads (CR). Interstate 20 (IH-20) is a heavily traveled corridor traversing the southern portion of the MPO and serves to provide accessibility to the nearby cities of Longview, Kilgore, Lakeport, Liberty City and Tyler as well as providing access to the major cities of Shreveport and the Dallas-Fort Worth Metroplex. US 80 is also a major east-west corridor and connects Longview to Gladewater, Clarksville City, White Oak, and Hallsville. **Figure 7-1** shows all significant travel corridors within the Metropolitan Area Boundary (MAB).

MOBILITY 2045
Longview Metropolitan Planning Organization

Regional Roadway Corridors

Legend

- Corridor Type**
 - Major Corridor (thick blue line)
 - Key Corridor (thin blue line)
 - MPO Boundary (dashed line)
 - City Limits (orange shaded area)
 - Lakes / Wetland (light blue area)
 - Rivers/Streams (blue line)
 - Roadways (grey line)

Downtown Enlargement

The map displays the Longview area with various roadways and corridors. Key features include:

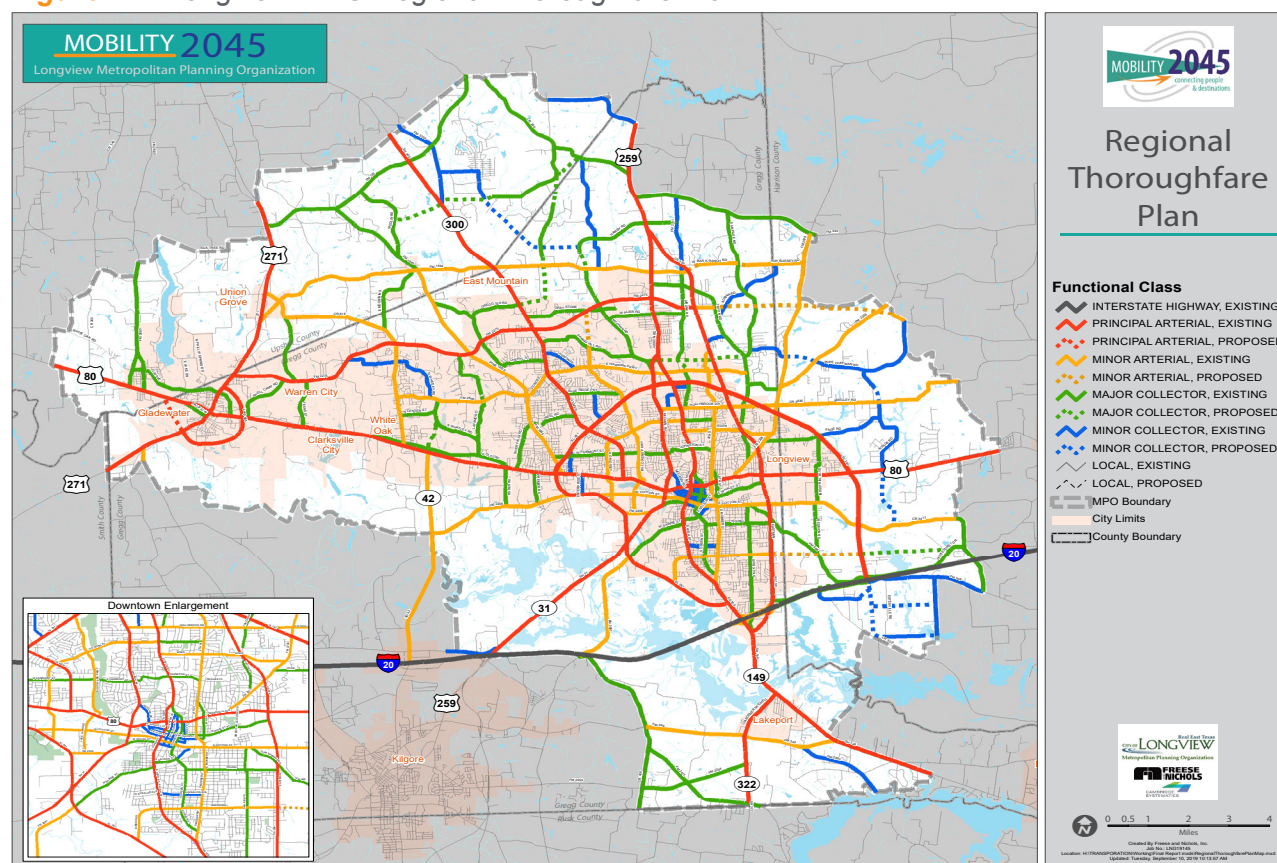
- Major Corridors:** US 80, US 259, FM 2208, FM 2206, FM 1844, FM 1845, FM 1846, FM 1847, FM 1848, FM 1849, FM 1850, FM 1851, FM 1852, FM 1853, FM 1854, FM 1855, FM 1856, FM 1857, FM 1858, FM 1859, FM 1860, FM 1861, FM 1862, FM 1863, FM 1864, FM 1865, FM 1866, FM 1867, FM 1868, FM 1869, FM 1870, FM 1871, FM 1872, FM 1873, FM 1874, FM 1875, FM 1876, FM 1877, FM 1878, FM 1879, FM 1880, FM 1881, FM 1882, FM 1883, FM 1884, FM 1885, FM 1886, FM 1887, FM 1888, FM 1889, FM 1890, FM 1891, FM 1892, FM 1893, FM 1894, FM 1895, FM 1896, FM 1897, FM 1898, FM 1899, FM 1900, FM 1901, FM 1902, FM 1903, FM 1904, FM 1905, FM 1906, FM 1907, FM 1908, FM 1909, FM 1910, FM 1911, FM 1912, FM 1913, FM 1914, FM 1915, FM 1916, FM 1917, FM 1918, FM 1919, FM 1920, FM 1921, FM 1922, FM 1923, FM 1924, FM 1925, FM 1926, FM 1927, FM 1928, FM 1929, FM 1930, FM 1931, FM 1932, FM 1933, FM 1934, FM 1935, FM 1936, FM 1937, FM 1938, FM 1939, FM 1940, FM 1941, FM 1942, FM 1943, FM 1944, FM 1945, FM 1946, FM 1947, FM 1948, FM 1949, FM 1950, FM 1951, FM 1952, FM 1953, FM 1954, FM 1955, FM 1956, FM 1957, FM 1958, FM 1959, FM 1960, FM 1961, FM 1962, FM 1963, FM 1964, FM 1965, FM 1966, FM 1967, FM 1968, FM 1969, FM 1970, FM 1971, FM 1972, FM 1973, FM 1974, FM 1975, FM 1976, FM 1977, FM 1978, FM 1979, FM 1980, FM 1981, FM 1982, FM 1983, FM 1984, FM 1985, FM 1986, FM 1987, FM 1988, FM 1989, FM 1990, FM 1991, FM 1992, FM 1993, FM 1994, FM 1995, FM 1996, FM 1997, FM 1998, FM 1999, FM 2000, FM 2001, FM 2002, FM 2003, FM 2004, FM 2005, FM 2006, FM 2007, FM 2008, FM 2009, FM 2010, FM 2011, FM 2012, FM 2013, FM 2014, FM 2015, FM 2016, FM 2017, FM 2018, FM 2019, FM 2020, FM 2021, FM 2022, FM 2023, FM 2024, FM 2025, FM 2026, FM 2027, FM 2028, FM 2029, FM 2030, FM 2031, FM 2032, FM 2033, FM 2034, FM 2035, FM 2036, FM 2037, FM 2038, FM 2039, FM 2040, FM 2041, FM 2042, FM 2043, FM 2044, FM 2045, FM 2046, FM 2047, FM 2048, FM 2049, FM 2050, FM 2051, FM 2052, FM 2053, FM 2054, FM 2055, FM 2056, FM 2057, FM 2058, FM 2059, FM 2060, FM 2061, FM 2062, FM 2063, FM 2064, FM 2065, FM 2066, FM 2067, FM 2068, FM 2069, FM 2070, FM 2071, FM 2072, FM 2073, FM 2074, FM 2075, FM 2076, FM 2077, FM 2078, FM 2079, FM 2080, FM 2081, FM 2082, FM 2083, FM 2084, FM 2085, FM 2086, FM 2087, FM 2088, FM 2089, FM 2090, FM 2091, FM 2092, FM 2093, FM 2094, FM 2095, FM 2096, FM 2097, FM 2098, FM 2099, FM 2100, FM 2101, FM 2102, FM 2103, FM 2104, FM 2105, FM 2106, FM 2107, FM 2108, FM 2109, FM 2110, FM 2111, FM 2112, FM 2113, FM 2114, FM 2115, FM 2116, FM 2117, FM 2118, FM 2119, FM 2120, FM 2121, FM 2122, FM 2123, FM 2124, FM 2125, FM 2126, FM 2127, FM 2128, FM 2129, FM 2130, FM 2131, FM 2132, FM 2133, FM 2134, FM 2135, FM 2136, FM 2137, FM 2138, FM 2139, FM 2140, FM 2141, FM 2142, FM 2143, FM 2144, FM 2145, FM 2146, FM 2147, FM 2148, FM 2149, FM 2150, FM 2151, FM 2152, FM 2153, FM 2154, FM 2155, FM 2156, FM 2157, FM 2158, FM 2159, FM 2160, FM 2161, FM 2162, FM 2163, FM 2164, FM 2165, FM 2166, FM 2167, FM 2168, FM 2169, FM 2170, FM 2171, FM 2172, FM 2173, FM 2174, FM 2175, FM 2176, FM 2177, FM 2178, FM 2179, FM 2180, FM 2181, FM 2182, FM 2183, FM 2184, FM 2185, FM 2186, FM 2187, FM 2188, FM 2189, FM 2190, FM 2191, FM 2192, FM 2193, FM 2194, FM 2195, FM 2196, FM 2197, FM 2198, FM 2199, FM 2200, FM 2201, FM 2202, FM 2203, FM 2204, FM 2205, FM 2206, FM 2207, FM 2208, FM 2209, FM 2210, FM 2211, FM 2212, FM 2213, FM 2214, FM 2215, FM 2216, FM 2217, FM 2218, FM 2219, FM 2220, FM 2221, FM 2222, FM 2223, FM 2224, FM 2225, FM 2226, FM 2227, FM 2228, FM 2229, FM 2230, FM 2231, FM 2232, FM 2233, FM 2234, FM 2235, FM 2236, FM 2237, FM 2238, FM 2239, FM 2240, FM 2241, FM 2242, FM 2243, FM 2244, FM 2245, FM 2246, FM 2247, FM 2248, FM 2249, FM 2250, FM 2251, FM 2252, FM 2253, FM 2254, FM 2255, FM 2256, FM 2257, FM 2258, FM 2259, FM 2260, FM 2261, FM 2262, FM 2263, FM 2264, FM 2265, FM 2266, FM 2267, FM 2268, FM 2269, FM 2270, FM 2271, FM 2272, FM 2273, FM 2274, FM 2275, FM 2276, FM 2277, FM 2278, FM 2279, FM 2280, FM 2281, FM 2282, FM 2283, FM 2284, FM 2285, FM 2286, FM 2287, FM 2288, FM 2289, FM 2290, FM 2291, FM 2292, FM 2293, FM 2294, FM 2295, FM 2296, FM 2297, FM 2298, FM 2299, FM 2300, FM 2301, FM 2302, FM 2303, FM 2304, FM 2305, FM 2306, FM 2307, FM 2308, FM 2309, FM 2310, FM 2311, FM 2312, FM 2313, FM 2314, FM 2315, FM 2316, FM 2317, FM 2318, FM 2319, FM 2320, FM 2321, FM 2322, FM 2323, FM 2324, FM 2325, FM 2326, FM 2327, FM 2328, FM 2329, FM 2330, FM 2331, FM 2332, FM 2333, FM 2334, FM 2335, FM 2336, FM 2337, FM 2338, FM 2339, FM 2340, FM 2341, FM 2342, FM 2343, FM 2344, FM 2345, FM 2346, FM 2347, FM 2348, FM 2349, FM 2350, FM 2351, FM 2352, FM 2353, FM 2354, FM 2355, FM 2356, FM 2357, FM 2358, FM 2359, FM 2360, FM 2361, FM 2362, FM 2363, FM 2364, FM 2365, FM 2366, FM 2367, FM 2368, FM 2369, FM 2370, FM 2371, FM 2372, FM 2373, FM 2374, FM 2375, FM 2376, FM 2377, FM 2378, FM 2379, FM 2380, FM 2381, FM 2382, FM 2383, FM 2384, FM 2385

Regional Thoroughfare Plan

The RTP map (**Figure 7-2**) identifies the functional classification and new alignments of proposed thoroughfares in the region. The Longview MPO hired Freese and Nichols, Inc. as a consultant to perform the specialized technical analysis to verify the future traffic demands and multimodal recommendations based on the forecast population and employment growth in the Longview MPO region.

The model-based technical analysis assisted in determining the number of lanes of the roadways in the RTP. Projects from this exercise were used as candidate projects for the MTP project selection process described later in the next section.

Figure 7-2. Longview MPO Regional Thoroughfare Plan



Functional Classification

The functional classification of streets is used to identify the hierarchy, function, and dimensions of a roadway. Streets and highways are grouped into classes based on facility characteristics such as geometric design, speed, and traffic capacity. A roadway's functional class determines a traveler's ease of access to origins and destinations within the thoroughfare network. The higher the roadway's functional classification, the higher the level of mobility and lower the level of land use access. The balance of land use access and mobility have a significant impact on the overall flow of traffic within a thoroughfare network. Typical functional classifications found in thoroughfare plans include principal or major arterials, minor arterials, and collector facilities.

Principal Arterials

Regional arterials facilitate trips between cities and major destinations at high levels of mobility. Principal arterials are ideal for long distance trips and handling large volumes of traffic at a high level of mobility. Examples of principal arterials in the MAB include FM 2275, Loop 281 and US 80.

Minor Arterials

Minor arterials accommodate moderate traffic volumes at relatively low speeds and provide a link between principal arterials and collectors. Examples of minor arterials include East Hawkins Pkwy, Hollybrook Dr, and FM 2206.

Major Collectors

According to FHWA, this type of facility is usually designed for shorter trips and lower speeds, connecting trips from local roads to higher functional class facilities greater than $\frac{3}{4}$ of a mile away, and providing both land access and traffic circulation functionality in higher density areas. Examples of collectors in the Longview MPO MAB include Silver Falls Rd and Spring Hill Rd in Longview and North Lee Dr in Gladewater.

Minor Collectors

According to FHWA, minor collectors are usually designed for shorter trips and lower speeds and primarily connect trips to higher functional class facilities less than $\frac{3}{4}$ of a mile away and provide both land access and traffic circulation functionality in lower density areas. Minor collectors may have lower posted speeds, shorter spacing between facilities, lower traffic volumes, higher densities of driveways, and fewer travel lanes than major collectors. Examples of minor collectors in the MAB include Enterprise St and Rupe Huffman Rd in Longview and North Whatley Dr in White Oak.

TRAVEL DEMAND MODEL

Forecasting Future Traffic

The Longview MPO utilizes a Travel Demand Model (TDM) as a tool to forecast traffic demand now and in the future. Knowing where people are most likely to travel assists decision makers in determining where to invest transportation funding. The TDM is created by the Transportation Planning and Programming Division of TxDOT.

Travel demand modeling uses a mathematical process to replicate observed travel patterns under existing demographic conditions, and then assigns future traffic to the street network based on projected demographic conditions. The model can then be used to locate corridors with future congestion problems and test alternatives for reducing congestion, such as building new thoroughfares or increasing capacity of existing roadways.

The Longview MPO utilizes TransCad 6.0 and runs a three-step modeling process in a collaborative effort with TxDOT. The travel demand model forecasts trips in the region based on a number of factors. The primary method that trips are forecast in the region is based on future projections of population and employment. These projections help to determine how many trips are going to be produced on a daily basis and where these trips are going. The model was used to forecast trips that people take on a daily basis within and between the cities of Gregg and Harrison counties.

The model divides the region into traffic analysis zones or TAZs which have specific demographic and land use data associated with them and are used to determine trip demand and travel patterns. The modeling process encompasses the following three steps:

1. *Trip Generation – the number of trips produced and attracted to a destination or zone.*
2. *Trip Distribution – the estimation of the number of trips between each traffic analysis zone or in other words, where trips are going.*
3. *Traffic Assignment – the amount of travel or number of trips that is loaded onto the transportation network through path building and is used to determine network performance.*

Products of the travel demand model are 24-hour traffic volumes that show the “demand” on the major street and highway network that is produced as a result of future growth and assigned trips. The more desirable a roadway is; the higher daily volume will be produced on the road. There is a clear connection between traffic volumes and travel time in most regional travel demand models. The faster the path, the more trips it will attract. This is evident when looking at higher functional classification roadways, such as interstates, principal arterials, which have higher speeds.

Each individual roadway or model network link in the travel demand model has an associated capacity assigned to it. The roadway capacity is based on the functional classification, the area type (urban, suburban or rural) and the number of lanes. The roadway capacity is the “supply” of the thoroughfare network, or the amount of available daily trips that could occur along any particular segment.

Traffic Congestion and Level-of-Service

Traffic congestion is a measure or an indicator that is analyzed as part of each model run or alternative analysis. It's typically measured by its level-of-service (LOS), a performance measure

used by transportation engineers and planners to evaluate the function and flow of traffic through a transportation network. LOS assesses roadway congestion levels based on the volume of vehicles on a roadway relative to its overall vehicle capacity. This is called the volume to capacity (or V/C) ratio. Traffic operations range from A through F, with A referring to free flow traffic conditions and F representing severely congested facilities. The higher the V/C ratio, the closer a roadway is to meeting or exceeding its carrying capacity.

This indicator helps to balance where the demand exceeds the supply and to determine if additional capacity is needed, or if the demand is much lower than the supply and the capacity can possibly be reduced.



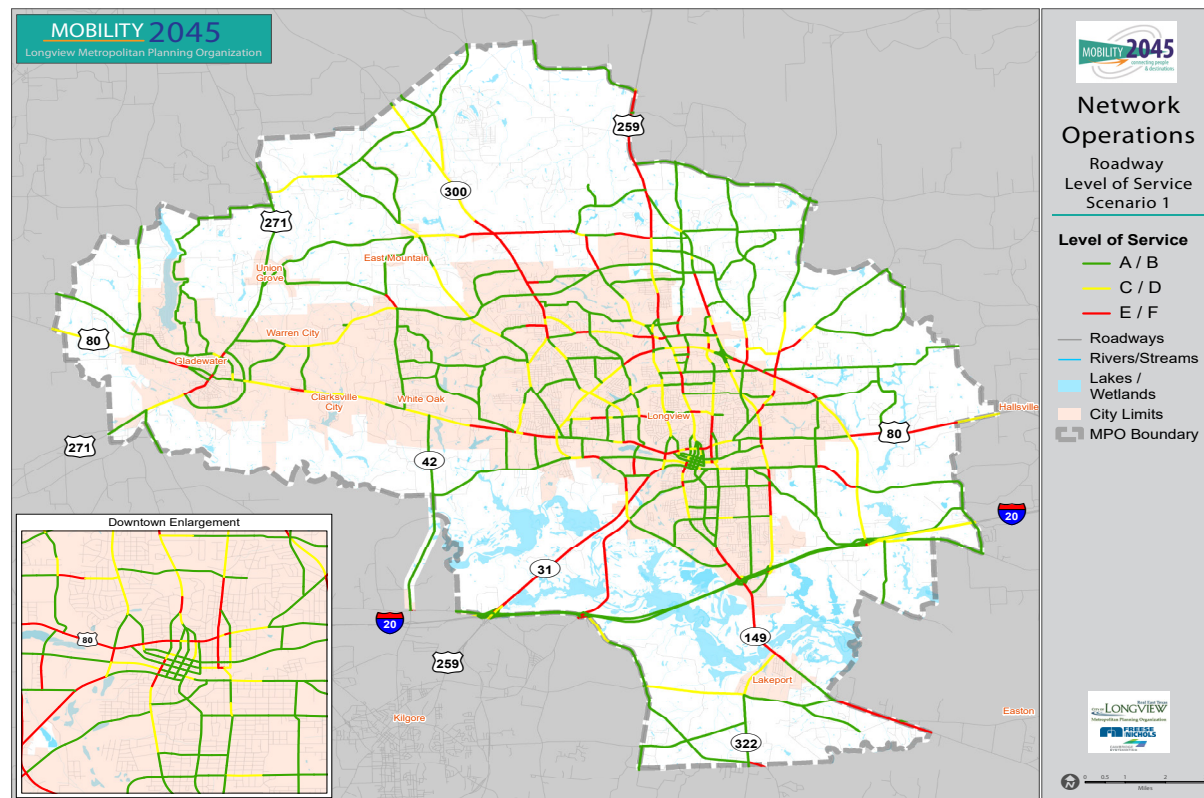
Alternatives Analysis

Testing different corridor alternatives in the region is an important element of the transportation planning process. Alternatives analysis examines the change in forecast traffic volumes as unique alignments of future roadways and the expansion of existing roadway capacity is altered. To analyze future traffic demand, two transportation scenarios were developed and tested using forecast 2045 demographics.

Scenario 1: Planned Projects

The initial alternative was developed to test the existing transportation network plus “committed” projects using 2045 population and employment projections. Committed projects are roadway projects included in the 2019 - 2022 Transportation Improvement Program, 2018 Longview Bond Package, and 2020 TxDOT Unified Transportation Plan. This analysis provided a clear indication of the location of congested roadways throughout the region (**Figure 7-3**).

Figure 7-3. Scenario 1 Planned Projects Level-of-Service



Scenario 2: Buildout

The Scenario 2 network was developed in coordination with the MPO Technical Committee and includes all planned projects plus additional proposed improvements identified by the public and stakeholders. The purpose of this scenario was to be fiscally unconstrained when adding in network improvements (**Figure 7-4**). This alternative showed noticeable improvements in congestion levels throughout the Longview MPO region (**Figure 7-5**) and was used as a basis for selecting projects for incorporation into this plan.

Figure 7-4. Scenario 2 Buildout number of lanes and capacity increases

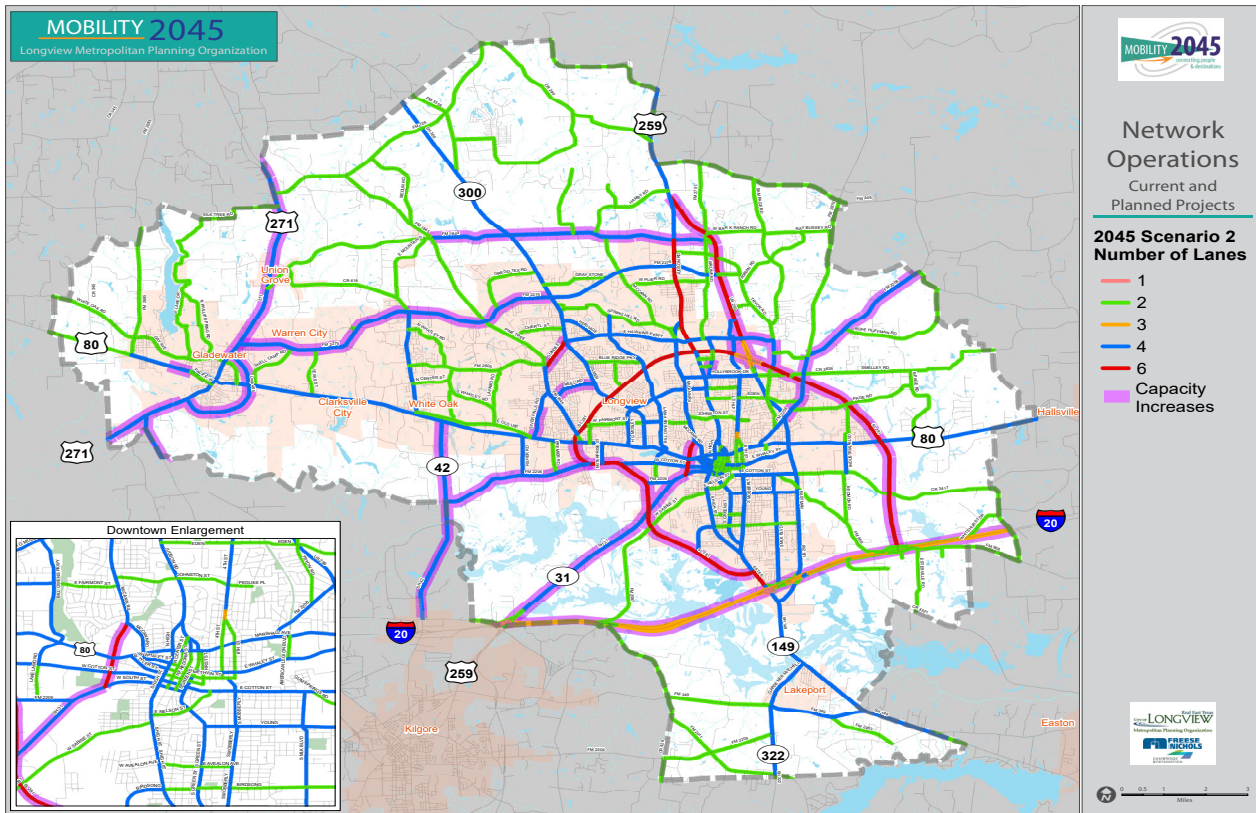
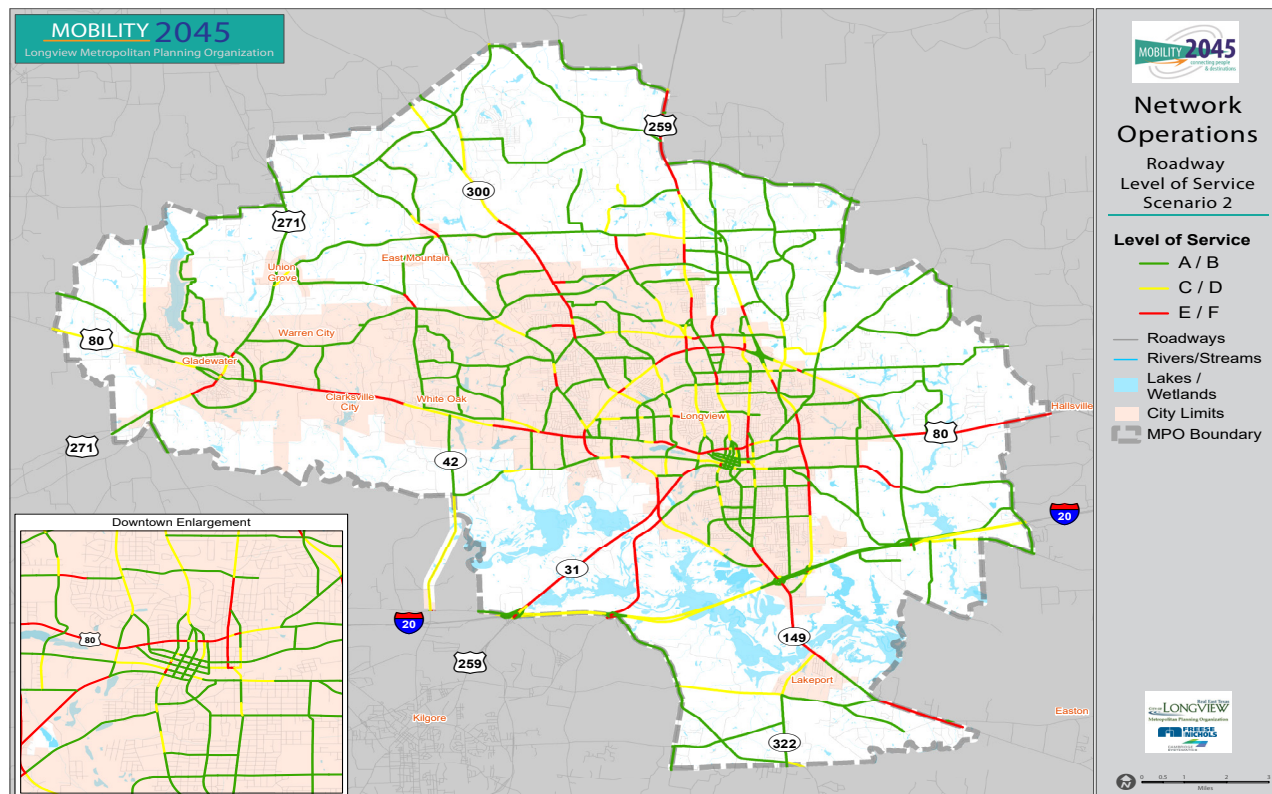


Figure 7-5. Scenario 2 Buildout Level-of-Service



Comparison of Alternatives

An evaluation of alternatives in **Table 7-1** reveals change in vehicles hours traveled (VHT), vehicle miles traveled (VMT), lane miles, and total delay between the 2045 no-build baseline and Scenarios 1 and 2.

The 2045 baseline contains no improvements to the current transportation network and has the most VHT and total delay out of all alternatives and was therefore not considered as a recommendation. Scenario 1 performs better than the 2045 baseline but has more VHT and delay than Scenario 2. Scenario 2 has the most lane miles and less VHT and delay, indicating that its network does a better job of reducing congestion and provides the greatest benefit.

While Scenario 1 does show an improvement over the 2045 baseline, only Scenario 2 showed sufficient improvement and is thus the recommended alternative.

Table 7-1. Comparison of 2045 No-Build, Scenario 1, and Scenario 2 model outputs

	2045 No-Build	Scenario 1	Scenario 2
Vehicle Miles Traveled (VMT)	6,466,051	6,474,013	6,474,954
Vehicle Hours Traveled (VHT)	171,882	168,547	166,745
Delay (hours)	18,435	14,880	13,259
Lane Miles	1,808	1,887	2,001

Toll 49 Analysis

In 2014, the Toll 49 proposed alignment through the MPO boundary was analyzed in the model and did not affect the regional congestion levels. Toll 49 was not included in the Alternatives Analysis.

PROJECT SELECTION PROCESS

The Travel Demand Model provides the Longview MPO with a prediction tool to determine what the street and highway system will need to look like to accommodate future transportation needs. With the alternatives analysis completed, a second technical tool was utilized to select projects and determine a level of priority. The MPO's Technical Committee worked in coordination with the MPO's consultant, Freese and Nichols, Inc., to formulate and test an evaluation standard used to prioritize projects for near-term and long-term funding. This evaluation is data-driven with an emphasis on performance-based planning.

Project Selection Criteria

The Longview MPO Technical Committee and Policy Board developed a set of project selection criteria in alignment with public input, the FAST Act, as well as MTP, national, and statewide goals (Table 7-2).

Table 7-2. Project Selection Criteria

Selection Criteria	Weight
Safety and Security	30%
Maintenance	20%
Regional Significance	20%
Congestion and Freight	10%
Project Readiness	10%
Transportation Choice	5%
Economic Vitality	5%

Safety and Security

Safety remains as the most important transportation element to consider when selecting projects. Historically, the Longview MPO area has one of the highest crash rate averages in the state.

Projects were scored under safety and security using the TxDOT Crash Records Information System (CRIS) for the years 2016 through 2018. Total and fatal crashes were compiled along all project limits and then each project had its crash rate (per million vehicle miles traveled) calculated using average annual daily travel (provided by the MPO and TxDOT) and project roadway length (from the regional travel demand model). The project crash rates were then compared to defined 2018 TxDOT average crash rates (Table 7-3) and a percent difference between the two rates was calculated. Projects were awarded scores based on these differences, expressed as a percentage, listed in Table 7-4.

Table 7-3. TxDOT 2018 statewide traffic crash rates

Highway System	Traffic Crashes per 100 million vehicle miles	
	Rural	Urban
Interstate	62.08	144.32
US Highway	72.08	177.84
State Highway	94.10	217.69
Farm to Market	118.18	225.28
Roadway Type	Rural	Urban
2 lane, 2 way	102.13	213.77
4 or more lanes, divided	62.95	158.28
4 or more lanes, undivided	97.61	283.09

Table 7-4. Safety and security scoring

Percent Over State Average	Points Awarded
Over 100%	10
60 – 100%	8
30 – 60%	6
15 – 30%	4
0 – 15%	2
Below State Average	0

Projects were awarded an additional 3 points if the project limits were on a designated evacuation route. Projects would also receive an additional point for each year there was a fatal accident within the project limits, up to a maximum of 3 points (one point per year for the 3-year reporting period via CRIS).

Maintenance

The maintenance of existing roadways and bridges is the second highest priority element. The region supports a high level of truck traffic and requires ongoing monitoring for maintenance activities. Scores for projects under the maintenance category were computed using the International Roughness Index (IRI) scores from TxDOT and the City of Longview's Pavement Management Information System (PMIS). Projects received points based on their pavement scores as listed in **Table 7-5**.

Table 7-5. Pavement condition scoring

IRI Score	Points Awarded
Very Poor	10
Poor	8
Fair	6
Good	2
Very Good	0

Additional points were awarded to projects based on the condition and number of bridges within the project limits. For each bridge in fair condition, the project received an additional 0.1 point. For each bridge in poor condition, the project received an additional 0.2 of a point. Since no bridges were in poor condition within the Longview MPO study area, no project received an additional 0.2 point.

Regional Significance

Scores for projects under regional significance were broken down into two separate categories. Projects received a maximum of 10 points for their functional classification score (**Table 7-6**). Functional classification for roadways are specified in the Regional Thoroughfare Plan. For

intersections, the higher of the two intersecting roads was used. Interstate highways and principal arterials that serve the most travelers are scored the highest and minor collectors and local roads are scored the lowest.

Projects could also receive up to 10 points for their system benefits score, defined as the percent change in VMT between Scenario 2 and the 2045 no-build. The purpose of this second score was to give a score to a project based on its ability to provide additional utilization resulting from implementation of the project. **Table 7-7** lists system benefits scoring based on their percent change in VMT.

Table 7-6. Functional classification scoring

Roadway Functional Class	Points Awarded
Freeway	10
Principal Arterial/Frontage Roads	8
Minor Arterial	6
Major Collector	4
Minor Collector	2
Local	0

Table 7-7. System benefit scoring

Net Addition to VMT	Points Awarded
Over 100%	10
60 – 100%	8
30 – 60%	6
15 – 30%	4
0 – 15%	2
No addition to VMT	0

Congestion and Freight

Within the Longview region, congestion and freight accommodations are an important element of the transportation network. Ensuring that freight traffic can get to its destinations with limited interruption is important for the economy of the region. Congested corridors can also limit the productivity of employees in a region due to increased time spent in traffic. Air quality can also degrade as a result of congestion.

Points were awarded to projects under this category based on their ability to reduce roadway congestion (LOS). This was quantified in the Travel Demand Model by comparing the unconstrained network (Scenario 2) to the 2045 No-Build scenario. The methodology provides a before and after based on future traffic volumes and roadway capacities. The percent difference between the congestion on the existing and the unconstrained network provides for the scoring. The greater the percent change, the higher the score (**Table 7-8**).

Table 7-8. Congestion scoring

Net Reduction in LOS	Points Awarded
Over 100%	10
60 – 100%	8
30 – 60%	6
15 – 30%	4
0 – 15%	2
No reduction in LOS	0

An additional three points were awarded to projects if they were located along an official truck route.

Project Readiness

It is important to expedite projects and ensure progress already made is considered in the

selection process. Points were awarded to projects based on their readiness to proceed to construction. MPO staff, in coordination with TxDOT and local agencies, compiled project information and awarded scores based on values in **Table 7-9**.

Table 7-9. Project readiness scoring

Project Readiness Status	Points Awarded
FONSI (Finding of No Significant Impact) Received, ROW Secured	10
FONSI Received, ROW acquisitions underway	8
Preliminary design underway, no FONSI	6
Feasibility study and/or previous project-specific outreach	4
Included in previous MTP	2
Project need, but no development	0

Transportation Choice

Projects also received points based on their ability to include alternative modes of transportation. Points were awarded according to their mode share score outlined in **Table 7-10**.

Table 7-10. Transportation choice scoring

Mode Share Score	Points Awarded
Bike, Ped and Transit	10
Bike and Ped	8
Bike or Ped and Transit	6
Bike or Ped Only	4
Transit Only	2
No Multimodal Integration	0

An additional three points were awarded to projects if they were located within ¼ mile of a school.

Economic Vitality

Projects were awarded points based on their ability to contribute to the regional economy. Points were awarded based on the forecast 2045 population and employment densities (per square mile) within ¼ mile of the project. This process was based on population and employment data at the TAZ level and used ArcGIS software to calculate the densities for all projects. Floodplain areas were removed from the project areas as they were considered undevelopable. Scoring for economic vitality used density ranges expressed in **Table 7-11**.

Table 7-11. Economic vitality scoring

Population and Density (per sq. mi.)	Points Awarded
0 - 500	5
500 - 1000	4.5
1000 - 1500	4
1500 - 2000	3.5
2000 - 2500	3
2500 - 3000	2.5
3000 - 3500	2
3500 - 4000	1.5
4000 - 4500	1
4500 - 5000	0.5

Project Selection Process

Street and highway projects were selected through the alternatives analysis exercise that was completed as part of Mobility 2045 and described earlier in this chapter. Through an iteration of modeling alternatives that were tested on the

2045 demographic forecast for the Longview region, over 70 projects were identified and scored based on available data and the criteria identified previously. The score of each project depended on the total points for each selection criteria category and the associated weight percent.

A scoring matrix was created to guide project selection when developing this long range plan. The resulting project list is broken down into the following three categories:

- *Projects expected to be funded between 2020 and 2029*
- *Projects expected to be funded between 2030 and 2045*
- *Illustrative list of projects that are identified as needs but not expected to be funded over the next 25 years*

The full project listing can be found in Chapter 9.



Toll 49

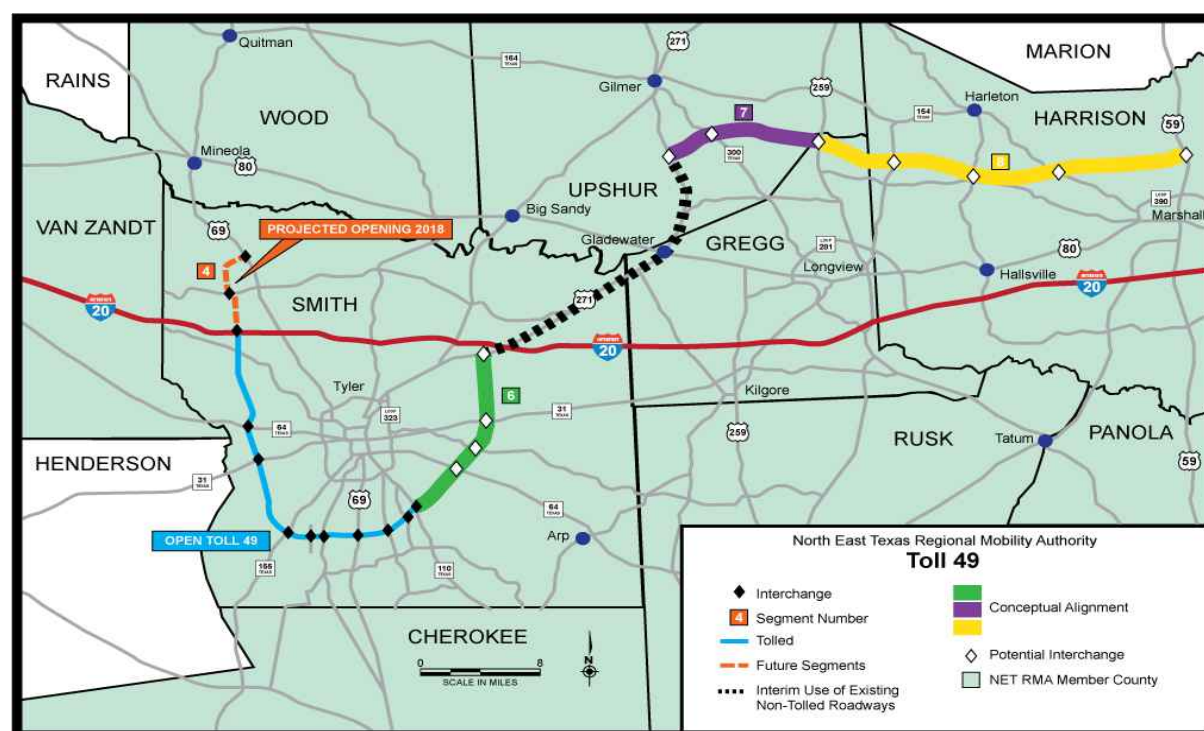
Toll 49 is the proposed corridor in North East Texas connecting Tyler, Longview and Marshall and is the NET RMA's top priority project. This project is comprised of three previously unrelated projects; Toll 49, a TxDOT project, the proposed outer loop around Tyler, Texas which has been in the planning stages for over 30 years; the Longview Outer Loop, a proposed project that has conceptually been known as the East Texas Hourglass (ETHG), with connection to Marshall and the US 59/I-69 corridor; and the Lindale Relief Route, an extension of Toll 49 from I-20 west of Tyler to US 69 north of Lindale. Toll 49 has been broken into segments for further project development.

Toll 49 is initially being designed and constructed as a two-lane roadway, with one lane traveling in each direction. There will be no centerline barriers on the roadway, so travelers will be able to pass slower vehicles when conditions allow a safe passing movement. In later years, a second set of travel lanes will be constructed, so that Toll 49 will ultimately be a four-lane divided highway with a grassed center median, similar to Interstate 20 near Tyler.

The NET RMA is exploring potential route options for a proposed extension of Toll 49 north to US 271. The limits of the proposed Toll 49 Segment 6 are from the Toll 49 Segment 5 eastern terminus at SH 110 to US 271 in Smith County, Texas. Through a comprehensive evaluation process and public involvement effort, a defined alignment will be proposed for approval.

Figure 7-6 illustrates the conceptual route of Toll 49 north of Longview. In summary, Segments 1-5 are constructed, the NET RMA is working on Segment 6, and the remaining segments are conceptual and require more planning and study.

Figure 7-6. NET RMA constructed and conceptual Toll 49 buildout



In 2014, TxDOT and the NET RMA prepared a regional toll network analysis for the Tyler-Longview area. The analysis examined the overall potential indirect and cumulative effects of the proposed toll network, including the potential impacts to environmental justice (EJ) populations, land use and air quality.

Based on the time savings and toll cost analysis, it is not anticipated that the proposed Tyler-Longview regional toll network would cause disproportionately high or adverse effects on low-income or minority communities in the MPO regions. The existing road network connects many of the identified EJ populations in the region to major employment centers. Because the proposed toll network would be constructed on new location, low-income populations wishing to avoid paying a toll would have many existing non-toll routes as alternatives. If EJ populations do choose to use the toll road, they would realize a time benefit over using the non-toll network, though the regular use of the toll network would be an added expense to low-income populations.

Roadway Maintenance

Maintenance of transportation infrastructure is a critical aspect of operations and system management.

The City of Longview maintains the majority of the roadway system within the Longview MPO boundary with 973 lane miles, which accounts for over 50% of the network. TxDOT, Harrison and Gregg counties, White Oak and Gladewater maintain the remaining roadways. In Gregg County, the County Commissioner determines road maintenance for each precinct. Maintenance in Harrison County is under the Road Administrator.

The City of Longview maintains an up-to-date

database of pavement quality data known as RoadMatrix. Reports can provide priority listings indicating the pavements in order of best to worst, or worst to best pavement conditions. In the priority programming mode, the user specifies the budgets expected for each year within the specified programming period and the software determines how these annual budgets should be spent to maximize the benefits. The pavement management software is capable of establishing a five-year maintenance program based on the amount of city-appropriated funds and the desired overall pavement performance. The Public Works Department staff routinely updates the database, as streets are seal coated and overlaid.



The timing of performing surface seal, resurfacing, or full-depth reconstruction on streets is dependent on the availability of funding and previous preventative maintenance activities. The City of Longview works to repair streets prior to failing to prevent the need for reconstruction. Common techniques include chip seal, crack seal, joint repairs, and large area patches.

TxDOT maintains a statewide pavement management system of its own to determine priorities and strategies. In addition, TxDOT conducts bridge inspections every two years to ensure bridges are maintained and repaired in a timely manner.

Traffic Control

Facilitation of traffic control on the roadway network is provided through the application of traffic control devices such as traffic signals, traffic signs, and pavement markings. Of these, traffic signals have the greatest impact on the traffic flow and roadway capacity. Traffic signals exist to regulate traffic patterns to eliminate traffic conflicts, reduce crashes, and increase travel speed and flow on arterials with high traffic volumes. Longview currently operates 135 traffic signals. The following traffic control projects have been completed in recent years:

- In 2019, TxDOT finished a signal upgrade project where they installed multiple flashing left turn signals within the MPO study area.
- The City of Longview has upgraded many of their signals and manage an inventory of 135.



ROADWAY SYSTEM FOCUS AREAS

- Maximize the operational efficiency of the transportation network by investing in the upgrades of traffic control and traffic signal infrastructure
- Continue to work with Federal, State, and Local agencies to maintain a classification system of streets and highways based on function as roadway improvements are planned, designed and constructed
- Continue to work with State and Local agencies to maintain street design standards based on the functional classification system of roadways
- Work with City and State agencies to control access in new developments in order to reduce safety hazards and alleviate congestion
- Continue to evaluate the safety of intersections and road segments in the Longview area to develop crash mitigation strategies
- Encourage City Planning & Zoning staff to balance the type of new development with the functional characteristics of the adjacent street or highway and preserve right-of-way in coordination with the RTP
- Invest in the preservation of the existing transportation system to maintain the integrity and acceptable level of roadway conditions
- Develop a mobility management system to measure congestion and reduce the amount of hazardous emissions contributing to the area's environmental concerns
- Continue to utilize a performance-based approach to prioritizing new roadway projects.



8

Freight

FREIGHT

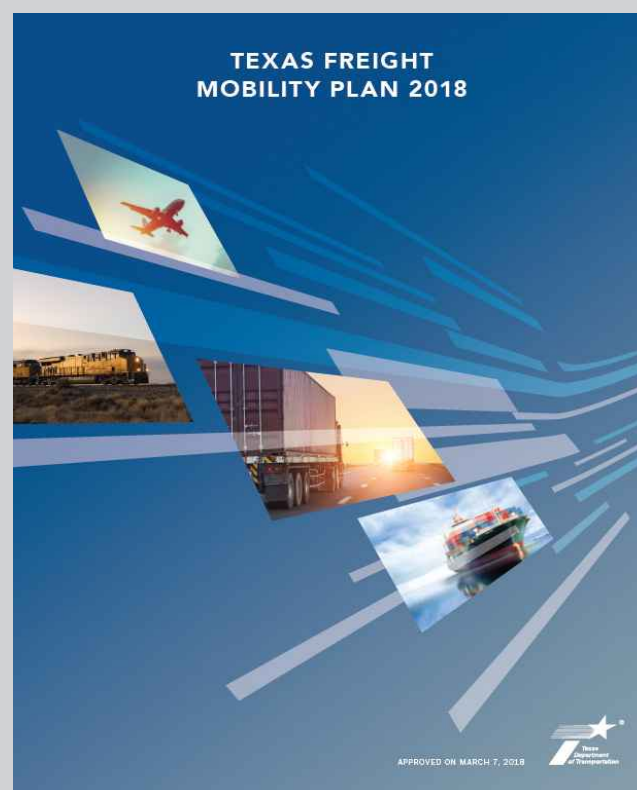
The Longview MPO plans for the safe and efficient movement of people and goods. Moving products efficiently is the foundation to a strong economy, and the Longview MPO is home to important corridors that connect freight providers to critical transportation networks. It is important to integrate freight needs into the planning process to ensure that freight moves seamlessly and safely.

Because of the uniqueness of Texas, there are multiple forms of transportation and shipping options that can take place. One notable feature is its oil market in proximity to the Gulf coast. East Texas is also a beneficiary of these natural features. The Texas Department of Transportation (TxDOT) recognizes the importance and history of oil and natural gas reserves in East Texas. Several forms of transportation have been implemented in the region to accommodate this market activity. The City of Longview, as well as some of the surrounding cities, benefit from road, rail, and air modes of moving freight. The majority, however, is moved by truck along the interstate and highway corridors.

FREIGHT POLICY

The FAST Act established a new National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support seven goals, including improving the safety, security, efficiency, resiliency, condition, reliability, and productivity of freight infrastructure. The FAST Act also required the development of the nation's first National Freight Strategic Plan. Beginning in December 2017, States were not eligible for NHFP funds unless it had developed a freight plan that is consistent with the NHFN goals. Finally, the FAST Act requires that the Department of

Transportation (DOT) to begin developing new tools to support a performance-based approach to the evaluation of proposed freight-related and other transportation projects. One of the federal performance measures specifically monitors the reliability of highway freight corridors. The FAST Act requirements will work to ensure that the NHFN provides a foundation for the U.S. to compete in the global economy.



Texas Freight Mobility Plan

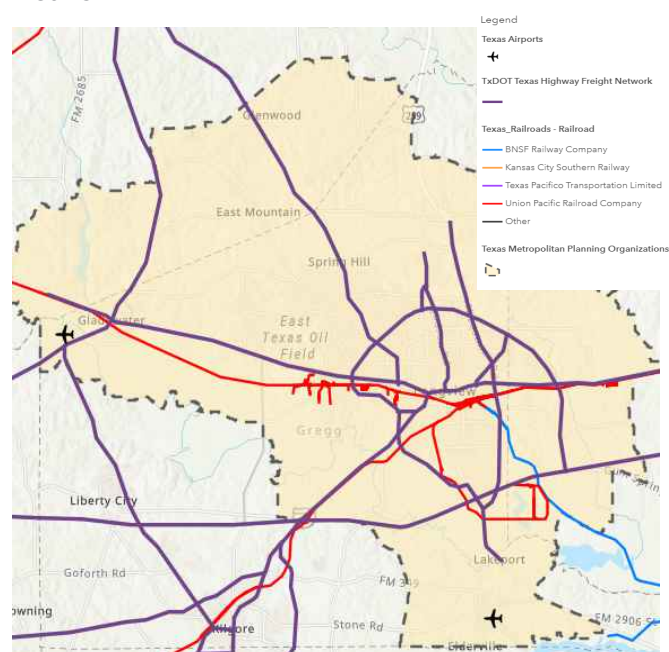
The 2018 Texas Freight Mobility Plan (TFMP) identifies multimodal challenges, policies, programs, investment strategies and data needed to enhance freight mobility; to provide efficient, reliable and safe freight transportation; and to improve the state's economic competitiveness. Figure 8-1 outlines the TFMP goals, which align with the FAST Act.

Figure 8-1. 2018 Texas Freight Mobility Plan Goals



A multimodal network includes highway, rail, port, waterway, and cargo modes. **Figure 8-2** illustrates the Texas Multimodal Freight Network within the Longview MPO area.

Figure 8-2. Longview MPO Multimodal Freight Network



According to the 2018 TFMP, the state's growing truck tonnage will lead to increased daily truck trips and truck miles traveled; which in turn will further exacerbate congestion. In 2016, an estimated 745,800 daily truck trips occurred on Texas' roadways. This figure is projected to increase by nearly 50% to over one million daily truck trips by 2045. This increase in truck trips will in turn mean more truck miles traveled on Texas roadways.

The MPO has identified key roadways in which freight traffic can be seen. These roads are; State Highway 31, US 271, US 259, State Highway 300, US 80, Loop 281, Spur 502 (Judson Rd), and Spur 63 (McCann Rd). Identified needs include:

- Access to major intercity routes, particularly I-20, US 271, US 259, and SH 31.

- *Adequate thoroughfares and access to major industrial and commercial areas.*
- *Emphasis on reducing congestion along freight corridors*
- *Adequate physical facilities to accommodate trucks, including pavement condition, turning radii, and acceleration/deceleration lanes.*

As discussed in Chapter 8, projects along a freight corridor receive points to support the maintenance of highway freight mobility through and beyond 2045. The widening of I-20 and US 271 are identified as needs in the development of this plan.

TxDOT began developing Freight Infrastructure Design Considerations, a recommendation of the earlier Texas Freight Mobility Plan 2016. Among its objectives, the report will identify current accessibility issues of the Texas Multimodal Freight Network and develop strategies to implement higher vertical clearance minimums and accommodate connected and autonomous freight vehicles.

RAIL FREIGHT

According to the 2018 Texas Freight Mobility Plan, rail moved 441 million tons of freight in 2016, and is expected to increase by 40% to 668 million tons by 2045 in Texas. According to the forecast, intrastate traffic is expected to experience the largest percent increase from 2016 to 2045, but through-traffic is expected to experience the largest total net tonnage gain. As a significant contributor of the National Highway Freight Network, these growth factors show promising signs for the future of rail freight in Texas.

Strategies included as part of the TFMP include continued coordination between TxDOT, the private-sector rail industry, and other stakeholders

to identify strategies that expand rail capacity, improve rail fluidity, and ease traffic congestion to accommodate project growth in imports and exports. Specific objectives include:

- *Foster rail freight as a practical modal option that relieves freight congestion on Texas highways.*
- *Support partnerships for public-private funding and financing opportunities that expand rail capacity and connectivity.*
- *Highlight the importance of the rail industry to the Texas economy and its role in moving freight efficiently.*
- *Support strategies that reduce the number of at-grade highway/rail crossings, improve the efficient movement of freight and increase the quality of life through reduced congestion and improved safety.*

Two major rail lines operate through Longview. Union Pacific, with its terminal facilities and yards located in the Longview junction area east of downtown Longview, runs about thirty-five trains per day through the area. A Union Pacific main line runs between El Paso and St. Louis runs east and west through central Longview. Longview is also a junction point with a Union Pacific line heading south to Houston, Laredo, and Gulf ports. The Burlington Northern Santa Fe (BNSF) line terminates in Longview, running south through Silsbee toward Beaumont. The Longview MPO works closely with TxDOT and the Federal Rail Administration (FRA) in accommodating any rail freight projects that head through the Longview Multimodal Transportation Center.

AIR FREIGHT

East Texas Regional Airpark is a 300-acre industrial airpark which offers opportunities for businesses to buy lots near the airport for several benefits including Foreign Trade Zones, fixed base operator, charter services and commercial development opportunities. Two current fixed base operators, KRS Jet Center and Stebbins Aviation, offer amenities and services including fuel and hangar storage. Air freight transport is commonly used for relatively small shipments of urgent materials. Air freight is handled by American Eagle through the East Texas Regional Airport.

The East Texas Regional Airpark has a Foreign Trade Zone. Under Foreign Trade Zone (FTZ) procedures, foreign and domestic merchandise may be admitted into the trade zone for operations such as storage, exhibition, assembly, manufacture or processing, without being subject to formal customs entry procedures, such as the payment of custom duties or federal excise taxes. When merchandise is removed from a Foreign Trade Zone, customs duties may be eliminated if the goods are then exported from the U.S. If the merchandise is formally entered into U.S. commerce, customs duties and excise taxes are due at the time of transfer from the Foreign Trade Zone. The advantage of location in the East Texas Foreign Trade Zone is the easy access to the airport, minus the congestion of flying and operating in a larger, busier airport.

Rail Access to FTZ

The NET RMA Rail Plan prioritizes a new rail project that would connect the existing east/west rail lines running along Highway 80 to the Foreign Trade Zone. This rail line serves as a major freight corridor for several companies in the region and as a pedestrian corridor utilizing the Amtrak service.

This connection would be made available by the creation of a new rail spur that runs south to the FTZ at East Texas Regional Airport. This spur would add another form of transporting goods from the FTZ to major markets such as Dallas, Shreveport, and Houston.

FREIGHT FOCUS AREAS

- *Work with State and Local agencies to identify important freight corridors within the planning region.*
- *Develop strategies to increase the mobility and safety of freight shipments along designated corridors.*
- *Find ways to develop seamless integration between multiple forms of freight transportation.*
- *Work with Federal, State, and Local agencies to determine the impact of freight transportation on pavement quality and maintenance operations in the area.*
- *Investigate potential issues reducing the mobility of rail freight in the area.*
- *Investigate the feasibility and economic benefit of connecting East Texas Regional's Foreign Trade Zone to existing rail freight lines through the creation of new rail lines in the area.*



East Texas Regional Airport



9

FINANCIAL PLAN

FINANCIAL PLAN

As a financially constrained plan, the Metropolitan Transportation Plan (MTP) includes projects which our region expects to be able to implement with available and projected funding over the next 25 years. Fiscal constraint remains a key component of the transportation plan and program development within the current federal transportation bill, Fixing America's Surface Transportation (FAST) Act.

Demonstrating financial constraint includes an analysis of anticipated funding over the next 25 years compared to the anticipated cost of projects listed in this plan. Projected revenue must exceed expected project costs. The financial plan may include, for illustrative purposes, additional projects that would be included in the MTP, if additional resources beyond those identified in the financial plan were available.

REVENUE FORECAST

The Longview MPO utilized the Texas Department of Transportation's 2020 Unified Transportation Program (UTP) and the MPO's 2019 - 2022 Transportation Improvement Program (TIP) as a funding guideline for the first ten years of the MTP (2020 - 2029). The UTP authorizes projects for construction, development, and planning activities and includes projects involving highways, aviation, public transportation, and state and coastal waterways. While the 2020 UTP is not a guarantee of project funding, it serves as a planning tool for determining a reasonable projection of funding availability. Beyond ten years, funding levels are extrapolated out to the MTP horizon year, 2045. This financial plan is conservative, and does not include an analysis of potential new funding sources.

Since the last MTP update in 2014, the Legislature,

with voter approval, provided two new sources of funding known as Proposition 1 and 7 in 2014 and 2015 respectively. These measures, for the first time, directed portions of the state's oil and gas taxes and sales taxes to the State Highway Fund, and have been used successfully to advance construction projects. The following description of funding sources is from the TxDOT 2020 UTP.

Federal Funds

Revenues collected from federal motor fuels taxes are deposited in the federal Highway Trust Fund. These funds are appropriated by Congress through the Federal-Aid Highway Programs and distributed to each state. Most TxDOT projects are funded with both federal and state funds, with the most common share being 80% federal, 20% state. The Federal Highway Administration (FHWA) reimburses TxDOT for qualified project expenditures as they are paid out.

State Funds

The State Highway Fund is TxDOT's principal fund. Most of the taxes and fees deposited in the State Highway Fund are dedicated by the Texas Constitution to support state highways. The primary sources of State Highway Fund revenues are the state motor fuels tax, vehicle registration fees, sales taxes (Proposition 7), and the oil and gas production tax (Proposition 1). Revenues from Propositions 1 and 7 are held in special sub-accounts of the State Highway Fund.

Local Funds

Local participation may come from cities or counties in the form of funding agreements with TxDOT to expedite certain projects.

Funding Sources by UTP Category

The UTP is organized into 12 funding categories, each one addressing a specific type of project or range of eligible activities. The funding within most categories comes from a mixture of state and federal sources. The UTP does not separate state funding sources into distinct categories. Rather, traditional State Highway Fund revenues and Proposition 1 and 7 funds are spread across all state funded categories. Some federal programs flow through nearly all categories, while other narrower programs can only be used toward certain UTP categories. This determination is made based on the requirements of each federal program and the types of projects that are eligible under each UTP funding category (**Table 9-1**).

Table 9-1. TxDOT Funding Category Descriptions

FUNDING CATEGORY		DESCRIPTION
1	PREVENTATIVE MAINTENANCE & REHABILITATION	Addresses preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets
2	METROPOLITAN AND URBAN AREA CORRIDOR PROJECTS	Addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the state highway system
3	NON-TRADITIONALLY FUNDED TRANSPORTATION PROJECTS	For transportation projects that qualify for funding from sources not traditionally part of the State Highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, pass-through financing, regional revenue and concession funds, and local funding
4	STATEWIDE CONNECTIVITY CORRIDOR PROJECTS	Addresses mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located on the designated highway connectivity network
5	CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT	Addresses attainment of National Ambient Air Quality Standards in non-attainment areas.
6	STRUCTURE REPLACEMENT AND BRIDGE REHABILITATION	Addresses bridge improvements through various sub-programs - Highway Bridge Program, Railroad Grade Separation, Bridge Maintenance and Improvement Program
7	METROPOLITAN MOBILITY AND REHABILITATION	Addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs)
8	SAFETY	Addresses highway safety improvements through various sub-programs - Highway Safety Improvement Program (HSIP), Safety Bond Program, Systemic Widening Program, Federal Railway Set-Aside, Road to Zero (RTZ)
9	TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM	Handles the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for bicycle and pedestrian projects
10	SUPPLEMENTAL TRANSPORTATION PROGRAMS	Addresses a variety of transportation improvements through various sub-programs - Coordinated Border Infrastructure, Supplemental Transportation Projects, Federal Lands Access Program, Texas Parks and Wildlife Department, Green Ribbon Program, Americans with Disabilities Act, Landscape Incentive Awards, and Railroad Programs
11	DISTRICT DISCRETIONARY	Addresses TxDOT district transportation needs through the sub-programs listed below. Common Category 11 project types include roadway maintenance or rehabilitation, added passing lanes (Super 2), and roadway widening (non-freeway)
12	STRATEGIC PRIORITY	Addresses projects with specific importance to the state

State & Federal Highway Projects

Given that the Longview MPO, in consultation with the local TxDOT Districts and interested parties, select projects for Category 2 funding, a long-range projection of funding in this area is of great importance to the region.

Category 2 Funding Quick Facts:

- The Longview MPO receives Category 2 Urban (2U) funding using an approved distribution formula across all Texas MPOs.
- MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility needs within the MPO boundaries.
- Project funding must be authorized by the Texas Transportation Commission.
- Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements.



In addition, the 2020 UTP identifies anticipated funding from Category 1, 4 and 12 for Longview MPO projects over the next ten year period (2020 - 2029). **Table 9-2** below outlines the funding forecast for the life of this plan.

Table 9-2. 2020 - 2045 Revenue forecast for the Longview MPO

State & Federal Highway Projects: Anticipated Funding 2020 - 2045				
Funding Category	FY 2020 - 2022 Programmed	FY 2023 - 2029 Allocated	FY 2030 - 2045 Allocated	FY 2020 - 2045 Total
	Source: 2019 - 2022 MPO TIP	Source: 2020 UTP	Source: Extrapolation from 2020 UTP TxDOT Planning Scenario	-
1	\$470,000	-	-	\$470,000
2	\$49,900,000	\$30,700,000	\$115,216,000	\$195,816,000
4 Urban	\$27,930,000	\$42,800,000	-	\$70,730,000
12	-	\$149,000,000	-	\$149,000,000

Local Projects

In November 2018, City of Longview residents approved the passage of a bond package that included a group of street improvements. The City of Longview is currently working on the development of five projects that address the transportation needs of the community, such as road widening, bicycle and pedestrian amenities, intersection improvements, and reconstruction. The remaining local projects do not have identified funding, but serve as local priorities. An important regionally significant project, the extension of Bill Owens Parkway from Hawkins Parkway to George Richey Road, is currently unfunded, but expected to be funded in the upcoming twenty-five years.

Public Transportation

The projected expenses for Longview Transit fixed route/demand services include operations, planning, and capital projects from the following funding sources:

- *Transit Formula Funds (FTA Section 5307): For transit projects, these revenues are provided directly to Longview Transit through a funding formula. The funds are primarily for transit capital purchases such as buses and transit maintenance facilities.*
- *Other Funds: Section 5303 MPO Planning, Section 5304 Planning Assistance, Section 5309 Fixed Guideways Capital Investment Grants, Section 5310 Seniors & Disabled, Section 5337 State of Good Repair, Section 5311(f) Intercity Bus, and others.*

Expenses were derived from an annual average of the 2019 - 2022 TIP and an inflation factor of 4% was applied to the twenty-five year life of this plan. Total project costs were calculated for major capital purchases, such as buildings, transit facilities, and

major fleet expansions. The public transportation financial plan was developed in consultation with the MPO, Longview Transit and TxDOT.

Grouped Projects

For traffic operations, safety, bicycle, pedestrian, bridge and pavement projects, a twenty-five year projection of federal, state, and local revenue funding was calculated based on historical trends, the 2019 - 2022 TIP, 2020 UTP, and expected future district allocations.

State and federal funding projections for pavement maintenance projects was derived from an annual average of the Tyler District maintenance funds spent within the Longview Metropolitan Area on preventative maintenance and preventative rehabilitation projects. This methodology was also utilized to predict the on and off-system bridge program, safety and traffic operations funding.

Basic and preventive maintenance, including overlays, seal coats, patching, and other maintenance activities for City of Longview streets are funded through the City's General Fund. General Fund revenues primarily consist of property taxes, the local option sales tax, licenses, permits and fees. Forecast funding levels for City of Longview funded maintenance projects were derived by researching historical expenditure trends, previous bond elections, and expected future funding levels.

Maintenance project estimates for the City of White Oak and Gladewater were based upon previous historical expenditures. An annual average was obtained from the total amount spent on maintenance.

Most of the county road and bridge funding for Gregg, Harrison & Upshur counties is spent outside the Metropolitan area. No historical information on funds spent solely within the Metropolitan area is available. Gregg, Harrison and Upshur counties maintain approximately 25% of the total roads in the Metropolitan area. The annual maintenance cost of county roads within the planning area is relatively low compared to cities and TxDOT maintenance costs. Funds for road and bridge expenditures for the counties are derived from general tax revenue.

FUNDING GAP

Addressing the mobility and maintenance needs of the area remain a challenge and will require continuation of innovative financing techniques to supplement the funding amount that the Longview MPO area currently receives from traditional sources. To make up the funding short fall, the following funding and implementation strategies will be explored:

- *Phase Projects - Search for ways to build critical sections of a roadway in multiple phases, while keeping in mind the need for the ultimate build-out.*
- *New Revenue Sources - Local gas tax, local sales tax, raise the gas tax, increase vehicle registration fees, mileage based road user fee, Transportation Reinvestment Zones.*
- *Pursue Additional Funding - North East Texas Regional Mobility Authority funding, additional federal discretionary funding (FTA 5309), TxDOT Transportation Alternatives (TA) funding.*

FINANCIAL PLAN

The Financial Plan over the next twenty-five years is detailed in **Table 9-4** for Federal-Aid projects. The table includes system level cost estimates for Year of Expenditure (YOE) construction costs and Total Project Costs (TPC). Cost estimates are for planning purposes and include a 4% annual inflation rate factor. Projects were thoroughly analyzed and included in the Financial Plan based on the following assessments:

- *Local, State and National Goals*
- *Public Involvement*
- *Regional Transportation Needs*
- *Project Selection Scoring*
- *Project Cost Estimates*
- *Project Constraints*
- *Local Perspective*
- *Additional Analysis as needed*

Figure 9-1 provides a visual of On-System (TxDOT roadways) project locations included in the Financial Plan for 2020 - 2045. **Figure 9-2** provides a visual of Off-System (local roadways) project locations included in the Financial Plan for 2020 - 2045. Unfunded Needs are shown for illustrative purposes only. The remaining Financial Plans are detailed in **Table 9-5** for City of Longview projects, **Table 9-6** for Public Transportation projects, and **Table 9-7** for Grouped projects.



FUNDING PRIORITIES

The Longview MPO is committed to prioritizing facilities that serve important national and regional functions. As part of this effort, MPO staff and local stakeholders served on the Technical Committee in the development of the I-20 East Texas Corridor Study, completed in December 2014, which focused on evaluating the current safety and capacity needs along the 155-mile stretch of I-20 from I-635 in Dallas to the Texas/Louisiana state line. Approximately 15 miles of this stretch falls within the boundaries of the MPO, while the entire extent supports the efficiency movement of people and goods across the region.

Progress is already underway to implement critical I-20 improvements to ensure this route meets future travel demands:

- *A portion of widening I-20 from 4 to 6 lanes in Harrison County from SH 43 to FM 450 has been allocated funding in TxDOT's 2020 UTP. This portion of I-20 is just east of the Longview MPO boundary and is under development by the TxDOT Atlanta District.*
- *The widening of I-20 from 4 to 6 lanes between Van Zandt County and Harrison County is under development by the TxDOT Tyler District. Funding for construction has not yet been identified.*
- *An important interchange improvement (including widening from 4 to 6 lanes) along I-20 at SH 31 has been allocated funding in TxDOT's 2020 UTP. This portion of I-20 is under development by the TxDOT Tyler District and is listed as MPO Project ID 1180 in Table 9C.*

A 13 mile stretch of I-20 that falls within the MPO boundary is included in the extent above that has yet to receive construction funding. Table 9C below summarizes project details for this extent and the associated funding shortfall.

Table 9-3. Project details for the widening of I-20 within the Longview MPO boundary

Project Extents	Description	Progress	Construction Cost Estimate	Construction Funding
1.3 mi. E of SH 31 (MM 590), E to the MPO Boundary	Widening from 4 to 6 lanes	Under development by TxDOT Tyler District	\$ 260,000,000	No allocated funding

Projected revenues to the Longview region will be insufficient to fund this project prior to 2045. This project will require commitment of discretionary funds from the Texas Transportation Commission.

I-20 is a major corridor that serves to deliver people and goods in a safe and efficient manner and remains the highest priority of the Longview region. The MPO is committed to the implementation of critical transportation projects along this route to enhance safety, reduce congestion, and increase the quality of life of East Texans.

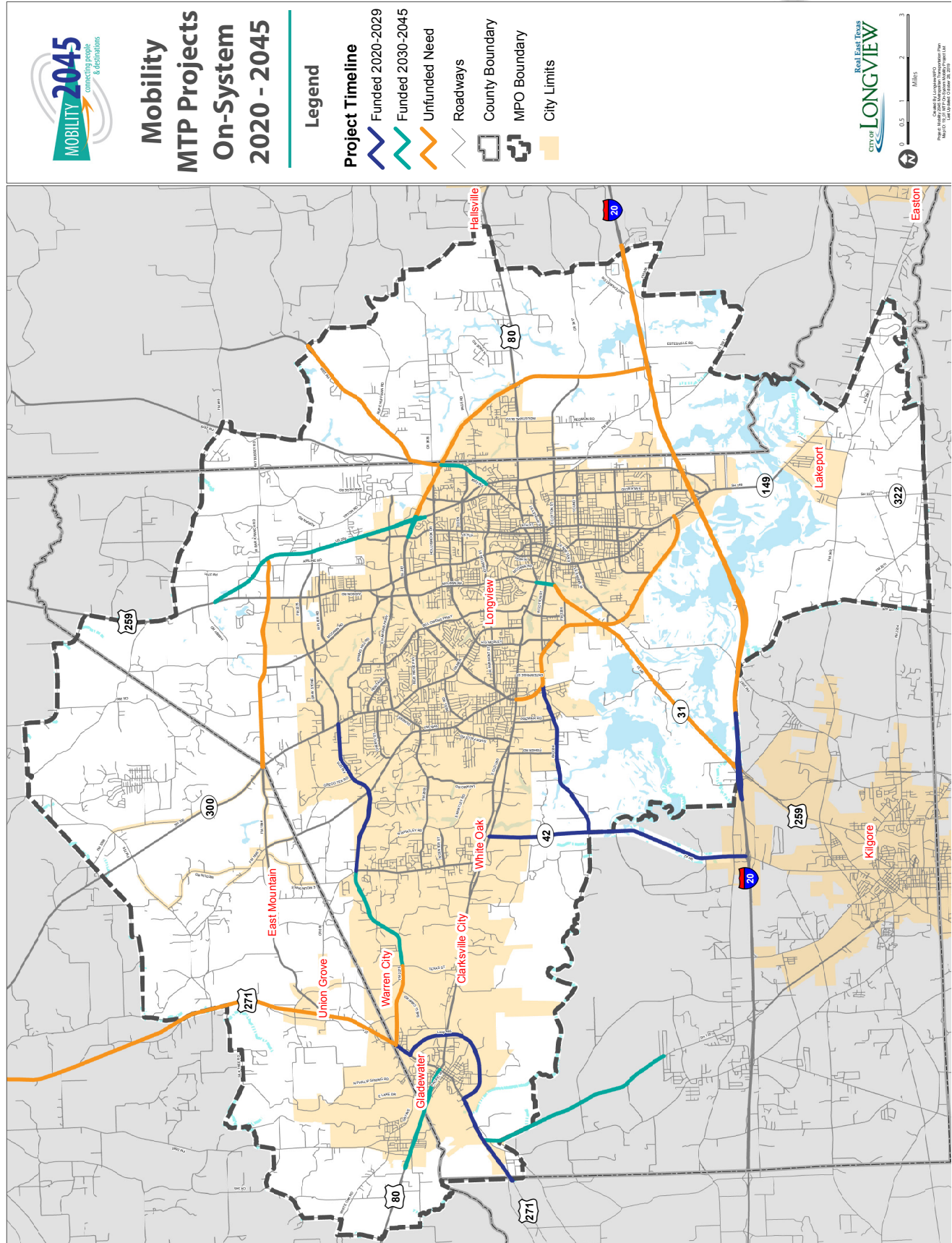


Figure 9-1. MTP Mobility On-System Projects 2020 - 2045

Figure 9-2. MTP Mobility Off-System Projects 2020 - 2045

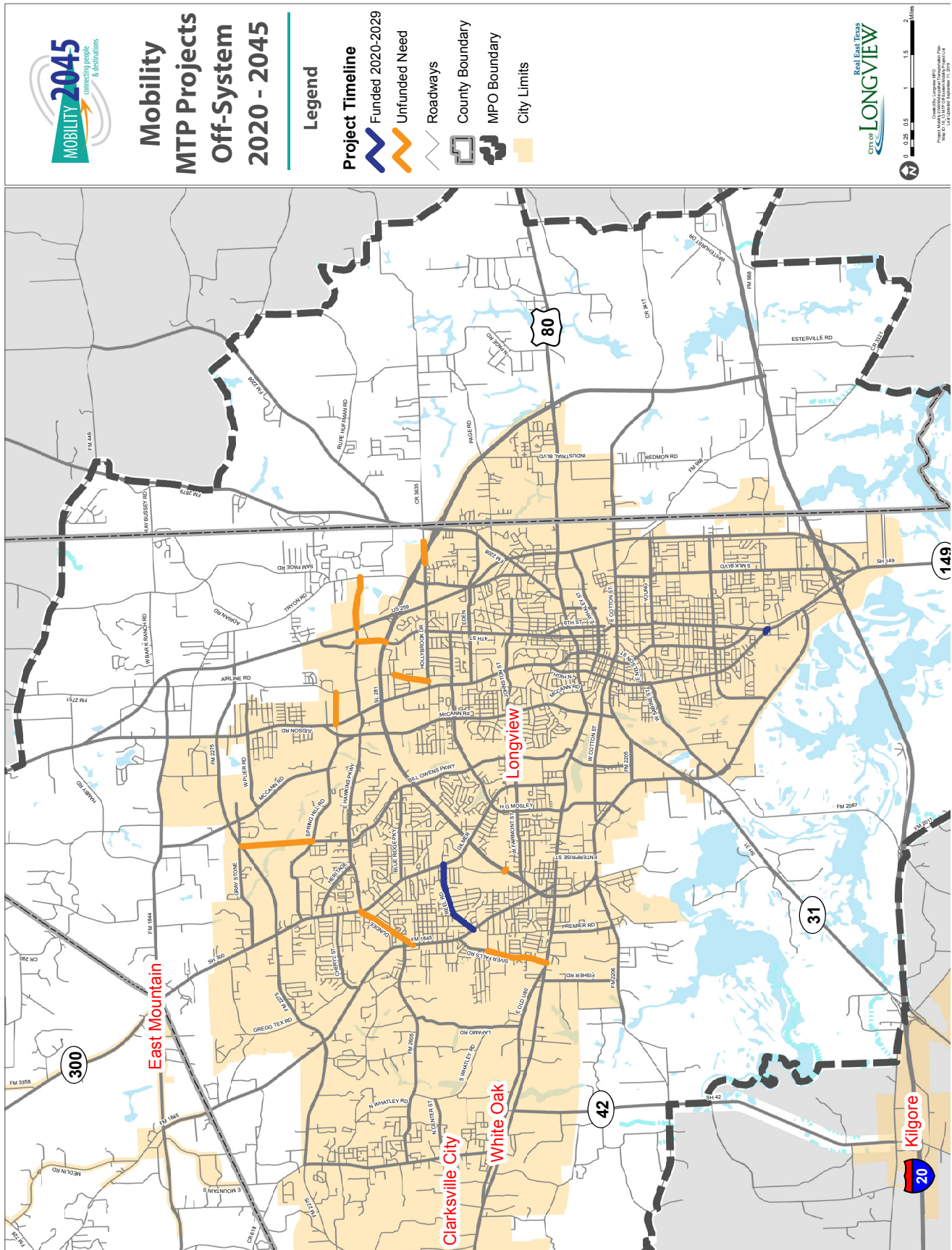


TABLE 9-4. FINANCIAL PLAN: ON-SYSTEM

Street & Highways 2020 - 2045

ESTIMATES ARE FOR PLANNING PURPOSES ONLY AND ARE BASED UPON AVAILABLE INFORMATION

MTP PROJECT ID#	CSJ #	SCORE	TARGET YEAR	PROJECT	LOCATION	DESCRIPTION	CAT 1 PREVENTATIVE MAINTENANCE & REHAB	CAT 2 URBAN AREA CORRIDORS	CAT 4 URBAN CONNECTIVITY	CAT 12 STRATEGIC PRIORITY	YOE CONSTRUCTION COST	TOTAL PROJECT COST ^{1,2}
FEDERAL & STATE PROJECTS:												
2020 - 2029							FIGURES INCLUDE ANNUAL 4% INFLATION					
1070	2073-01-009	5.63	2020	FM 2206 (HARRISON RD)	FISHER RD TO LOOP 281 S	WIDEN FROM 2 TO 4 LANES WITH CENTER TURN LANE	\$470,000	\$14,630,000	\$0	\$0	\$15,100,000	\$27,700,000
1060	2073-01-010	7.82	2020	FM 2206 (HARRISON RD)	SH 42 TO FISHER RD	WIDEN FROM 2 TO 4 LANES WITH CENTER TURN LANE	\$0	\$13,500,000	\$0	\$0	\$13,500,000	\$34,300,000
1030	2158-01-020	5.65	2025	FM 2275 (GEORGE RICHEY RD)	FM 1845 (PINE TREE RD), E TO SH 300 (GILMER RD)	WIDEN FROM 2 TO 4 LANES WITH CENTER TURN LANE	\$0	\$13,500,000	\$0	\$0	\$13,500,000	\$23,750,000
1040	2158-01-019	5.35	2025	FM 2275 (GEORGE RICHEY RD)	FM 3272 (WHITE OAK RD) TO FM 1845 (PINE TREE RD)	WIDEN FROM 2 TO 4 LANES WITH CENTER TURN LANE	\$0	\$8,270,000	\$5,230,000	\$0	\$13,500,000	\$26,750,000
1180	0495-07-074	6.93	2025	IH 20 - SH 31 INTERCHANGE	0.7 MI W OF US 259 (MM 588), E TO 1.3 MI E OF SH 31 (MM 590)	IMPROVE LEFT EXIT INTERCHANGE OVER UPRR	\$0	\$8,700,000	\$16,300,000	\$125,000,000	\$150,000,000	\$170,300,000
1130	0545-04-048	6.27	2024	SH 42	US 80 IN WHITE OAK, S TO IH 20 IN KILGORE	WIDEN FROM 2 TO 4 LANES WITH CENTER TURN LANE	\$0	\$22,000,000	\$0	\$24,000,000	\$46,000,000	\$109,000,000
1090	0165-03-036	5.65	2023	US 271	SL 485 IN GLADEWATER, SW TO SMITH C/L	WIDEN FROM 2 TO 4 LANES WITH CENTER TURN LANE TO SH 135, THEN DEPRESSED	\$0	\$0	\$22,700,000	\$0	\$22,700,000	\$34,495,000
1100	3290-02-008	8.53	2024	SL 485	US 271, IN S GLADEWATER, N TO US 80 IN E GLADEWATER	WIDEN FROM 2 TO 4 LANES WITH CENTER TURN LANE	\$0	\$0	\$16,500,000	\$0	\$16,500,000	\$20,487,000
1120	3290-02-009	7.78	2026	SL 485	US 80 IN E GLADEWATER, N TO US 271 IN N GLADEWATER	WIDEN 4 LANE ROADWAY TO ADD CENTER TURN LANE	\$0	\$0	\$5,000,000	\$0	\$5,000,000	\$7,687,000
1110	0248-06-017	6.37	2026	US 271	UPSHUR C/L, 0.1 MI N OF FM 2275, S TO SL 485 IN GLADEWATER	WIDEN FROM 4 TO 6 LANES, DIVIDED	\$0	\$0	\$5,000,000	\$0	\$5,000,000	\$6,775,000
Allocation Totals							\$470,000	\$80,600,000	\$70,730,000	\$149,000,000	\$300,800,000	\$461,244,000
Anticipated Funding Totals							\$470,000	\$80,600,000	\$70,730,000	\$149,000,000	\$300,800,000	\$461,244,000
2030 - 2045							FIGURES INCLUDE ANNUAL 4% INFLATION					
1460	-	7.95	2030	US HWY 80	VIRGINIA DR. TO 0.25 W OF VIRGINIA DR.	RECONSTRUCT ROADWAY WITH CENTER TURN LANE	\$0	\$7,410,000	\$0	\$0	\$7,410,000	\$12,220,000
1320	-	7.90	2032	FM 2208 (ALPINE RD.)	US HWY 259 (EASTMAN RD.) TO LOOP 281 E	WIDEN FROM 2 TO 4 LANES WITH CENTER TURN LANE	\$0	\$16,020,000	\$0	\$0	\$16,020,000	\$24,020,000
1420	-	7.48	2032	US HWY 259 (EASTMAN RD.)	LOOP 281 E TO JUDSON RD.	SAFETY ENHANCEMENTS	\$0	\$8,010,000	\$0	\$0	\$8,010,000	\$10,410,000
1370	0138-08-028	6.83	2034	SH 31 / SPUR 63	SOUTH ST. TO US HWY 80	WIDEN FROM 4 TO 6 LANES, DIVIDED & REPLACE RR BRIDGE	\$0	\$22,520,000	\$0	\$0	\$22,520,000	\$31,520,000
1210	-	6.55	2036	LOOP 281 E	FOURTH ST. TO US HWY 259 (EASTMAN RD.)	INTERCHANGE AND TRAFFIC MOVEMENT ENHANCEMENTS	\$0	\$9,370,000	\$0	\$0	\$9,370,000	\$10,770,000
1350	-	6.45	2038	FM 2275 (GEORGE RICHEY RD)	TEXAS ST. TO FM 3272 (WHITE OAK RD.)	WIDEN FROM 2 TO 4 LANES WITH CENTER TURN LANE	\$0	\$28,240,000	\$0	\$0	\$28,240,000	\$57,620,000
1080	0377-01-040	4.71	2040	SH 135 ³	1.8 MI N OF FM 1252 TO US HWY 271	WIDEN FROM 2 TO 4 LANES WITH CENTER TURN LANE	\$0	\$23,655,000	\$0	\$0	\$115,260,000	\$137,970,000
Allocation Totals							\$0	\$115,225,000	\$0	\$0	\$206,830,000	\$284,530,000
Anticipated Funding Totals							\$0	\$115,216,000	\$0	\$0	\$115,216,000	\$284,530,000
UNFUNDED NEEDS							FIGURES IN 2020 DOLLARS					
1165	-	8.11	-	IH 20	1.3 MI E OF SH 31 (MM 590), E TO MPO BOUNDARY	WIDEN FROM 4 TO 6 LANES, DIVIDED	-	-	-	-	\$260,000,000	TBD
1020	0248-05-063	7.22	-	US 271	SH 300 TO GREGG C/L	WIDEN FROM 4 LANES TO 4 LANES, DIVIDED	-	-	-	-	\$81,000,000	TBD
1360	-	7.05	-	FM 2275 (GEORGE RICHEY RD)	US HWY 271 TO TEXAS ST.	WIDEN FROM 2 TO 4 LANES WITH CENTER TURN LANE	-	-	-	-	\$12,634,000	TBD
1270	-	8.15	-	LOOP 281 W	US HWY 80 TO FM 2206 (HARRISON RD.)	WIDEN FROM 4 TO 6 LANES, DIVIDED	-	-	-	-	\$9,633,000	TBD
1400	-	6.67	-	FM 1844 (SEVEN PINES RD.)	SH 300 (GILMER RD.) TO US HWY 259 (EASTMAN RD.)	WIDEN FROM 2 TO 4 LANES WITH CENTER TURN LANE	-	-	-	-	\$36,767,000	TBD
1240	-	6.10	-	LOOP 281 W	W COTTON ST. TO FM 2205 (JAYCEE DR.)	WIDEN FROM 4 TO 6 LANES, DIVIDED	-	-	-	-	\$6,145,000	TBD
1330	-	5.13	-	FM 2208 (ALPINE RD.)	LOOP 281 E TO MPO BOUNDARY	WIDEN FROM 2 TO 4 LANES, DIVIDED	-	-	-	-	\$23,247,000	TBD
1260	-	4.70	-	LOOP 281 W	FM 2205 (JAYCEE DR.) TO FM 2087 (SABINE ST.)	WIDEN FROM 4 TO 6 LANES, DIVIDED	-	-	-	-	\$13,880,000	TBD
1250	-	4.65	-	LOOP 281 W	FM 2206 (HARRISON RD.) TO COTTON ST.	WIDEN FROM 4 TO 6 LANES, DIVIDED	-	-	-	-	\$5,497,000	TBD
1300	-	4.55	-	LOOP 281 W	BIRDSONG ST. TO ESTES PKWY	WIDEN FROM 4 TO 6 LANES, DIVIDED	-	-	-	-	\$9,767,000	TBD
1290	-	4.22	-	LOOP 281 W	FM 2087 (SABINE ST.) TO BIRDSONG ST.	WIDEN FROM 4 TO 6 LANES, DIVIDED	-	-	-	-	\$14,974,000	TBD
1380	-	4.14	-	SH 31	IH-20 TO SOUTH ST.	WIDEN FROM 4 TO 6 LANES, DIVIDED	-	-	-	-	\$29,520,000	TBD
1230	-	3.90	-	LOOP 281 E	FM 2208 (APLINE RD.) TO PAGE RD.	WIDEN FROM 4 TO 6 LANES, DIVIDED	-	-	-	-	\$14,171,000	TBD
1280	-	3.65	-	LOOP 281 E	US HWY 80 TO IH-20	WIDEN FROM 4 TO 6 LANES, DIVIDED	-	-	-	-	\$4,848,000	TBD
1220	-	3.63	-	LOOP 281 E	US HWY 259 (EASTMAN RD.) TO FM 2208 (APLINE RD.)	WIDEN FROM 4 TO 6 LANES, DIVIDED	-	-	-	-	\$5,705,000	TBD
1310	-	3.44	-	LOOP 281 E	PAGE RD. TO US HWY 80	WIDEN FROM 4 TO 6 LANES, DIVIDED	-	-	-	-	\$5,542,000	TBD
Unfunded Needs Totals							-	-	-	-	\$533,330,000	TBD

1 - Total Project Cost includes Construction, Preliminary Engineering, Right of Way, and Utility Relocation cost estimates
2 - Preliminary Engineering, Right of Way, and Utilities are funded through non-construction funding sources
3 - Project only partially funded

**TABLE 9-5. FINANCIAL PLAN: OFF-SYSTEM
Street & Highways 2020 - 2045**

ESTIMATES ARE FOR PLANNING PURPOSES ONLY
AND ARE BASED UPON AVAILABLE INFORMATION

MTP PROJECT ID#	TARGET YEAR	PROJECT	LOCATION	DESCRIPTION	CONSTRUCTION COST	TOTAL PROJECT COST ¹
CITY OF LONGVIEW PROJECTS:						
2020 - 2045 FUNDED						
1800	2021	FAIRMONT ST ²	AVENUE B TO HG MOSLEY PKWY	RECONSTRUCT ROADWAY	\$4,480,000	\$5,600,000
1200	2020	MOBBERLY AVE / HIGHT ST / ESTES PKWY	-	ENTRYWAY RECONFIGURATION	\$2,640,000	\$3,300,000
1810	2022	MOBBERLY AVE ²	COTTON ST TO ESTES PKWY	COMPLETE STREET RECONSTRUCTION	\$4,160,000	\$5,200,000
1820	2022	COTTON ST ²	GREEN ST TO GRAND BLVD	PEDESTRIAN AND STREETSCAPE IMPROVEMENTS	\$4,160,000	\$4,712,000
1170	2022	REEL RD	FM 1845 (PINE TREE RD) TO KNOBCREST DR	WIDEN FROM 2 TO 4 LANES	\$5,680,000	\$7,100,000
Totals					\$21,120,000	\$25,912,000
2020 - 2045 UNFUNDED NEEDS						
<i>FIGURES IN 2020 DOLLARS</i>						
1340	-	DUNDEE RD	FM 1845 (PINE TREE RD) TO SH 300 (GILMER RD)	WIDEN FROM 2 TO 4 LANES	\$7,080,000	-
1440	-	FOURTH ST	LOOP 281 E TO HAWKINS PKWY	RECONSTRUCT ROADWAY TO ADD CENTER TURN LANE	\$1,600,000	-
1410	-	SILVER FALLS RD (PHASE II)	US HWY 80 TO BIRCH DR	WIDEN FROM 2 TO 4 LANES	\$6,050,000	-
1390	-	HAWKINS PKWY	0.38 MI E OF US 259 (EASTMAND RD) TO TRYON RD	WIDEN FROM 2 TO 4 LANES	\$700,000	-
1450	-	AIRLINE RD	HOLLYBROOK DR TO OAK ST	WIDEN FROM 2 TO 4 LANES	\$6,000,000	-
1700	-	BILL OWENS PKWY EXTENSION	SPRING HILL RD TO FM 2275 (GEORGE RICHEY RD)	NEW 4 LANE ROADWAY	\$6,590,000	-
1710	-	SPRING HILL RD EXTENSION	JUDSON RD TO AIRLINE RD	NEW 4 LANE ROADWAY	\$2,300,000	-
1720	-	TOLER RD REALIGNMENT	AT LOOP 281 W	REALIGNMENT	\$1,720,000	-
1740	2025	HOLLYBROOK DR REALIGNMENT	AT LOOP 281 E	REALIGNMENT	TBD	-
Totals					\$32,040,000	-

1 - Total Project Cost includes Construction, Preliminary Engineering, Right of Way, and Utility Relocation cost estimates

2 - Not considered mobility projects and do not show up on Figure 9-2

TABLE 9-6. FINANCIAL PLAN: PUBLIC TRANSPORTATION

2020 - 2045 ESTIMATES ARE FOR PLANNING PURPOSES ONLY AND ARE BASED UPON AVAILABLE INFORMATION, DETAILED COST ESTIMATES MUST BE PREPARED BEFORE INCLUDING IN WORK PROGRAM

MTP PROJECT ID#	PROJECT DESCRIPTION	FEDERAL	STATE	CITY OF LONGVIEW	TOTAL
FTA SECTION 5307					
2020 - 2045 FIGURES INCLUDE ANNUAL 4% INFLATION					
4020	OPERATING EXPENSES - PUBLIC TRANSPORTATION (SEC. 5307) - LONGVIEW TRANSIT FIXED ROUTE & DEMAND RESPONSE	\$21,567,412	\$17,972,844	\$3,594,569	\$43,134,825
4030	CAPITAL EXPENSES - PUBLIC TRANSPORTATION (SEC. 5307) - LONGVIEW TRANSIT FIXED ROUTE & DEMAND RESPONSE (BUSES, EQUIPMENT, MAINTENANCE, INTELLIGENT TRANSP. SYSTEMS, ETC.)	\$25,545,402	\$0	\$6,386,350	\$31,931,752
4040	PLANNING EXPENSES - PUBLIC TRANSPORTATION (SEC. 5307) LONGVIEW TRANSIT FIXED ROUTE & DEMAND RESPONSE	\$3,834,207	\$0	\$958,562	\$4,792,758
TOTAL FTA SECTION 5307		\$50,947,021	\$17,972,844	\$10,939,471	\$79,859,335
FTA SECTIONS 5303, 5304, 5309, 5310, 5337, 5311(f), 5339, OTHER PROGRAMS					
2020 - 2045 FIGURES INCLUDE ANNUAL 4% INFLATION					
4050	PUBLIC TRANSPORTATION PROGRAMS - SECTION 5303 MPO PLANNING, SECTION 5309 FIXED GUIDEWAYS CAPITAL INVESTMENT GRANTS, SECTION 5310 SENIORS & DISABLED, SECTION 5337 STATE OF GOOD REPAIR, SECTION 5311(f) INTERCITY BUS, SECTION 5339 BUS AND BUS FACILITIES, AND OTHER PROGRAMS	\$290,000	\$0	\$160,000	\$450,000
TOTAL		\$290,000	\$0	\$160,000	\$450,000

TABLE 9-7. FINANCIAL PLAN: GROUPED PROJECTS**2020 - 2045**

ESTIMATES ARE FOR PLANNING PURPOSES ONLY AND ARE BASED UPON AVAILABLE INFORMATION, DETAILED COST ESTIMATES MUST BE PREPARED BEFORE INCLUDING IN WORK PROGRAM

MTP PROJECT ID#	PROJECT DESCRIPTION	LOCATION	YEAR	YEAR OF EXPENDITURE COST
2020 - 2045				
FIGURES INCLUDE ANNUAL 4% INFLATION				
4020	PAVEMENT MAINTENANCE - (SEALCOAT, OVERLAY, SURFACE REPAIRS) - FEDERAL/STATE FUNDED ON-SYSTEM ROADWAYS	MPO AREA	2020 - 2045	\$110,780,000
4030	PAVEMENT MAINTENANCE - (SEALCOAT, OVERLAY, SURFACE REPAIRS - LOCALLY FUNDED BY THE CITIES OF LONGVIEW, WHITE OAK & GLADEWATER & GREGG, HARRISON & UPSHUR COUNTIES FOR OFF-SYSTEM ROADWAYS WITHIN THE MPO AREA	CITY LIMITS & COUNTIES	2020 - 2045	\$128,130,000
4040	BRIDGE PROGRAM - ON-SYSTEM & OFF-SYSTEM BRIDGE MAINTENANCE & REPLACEMENTS	MPO AREA	2020 - 2045	\$6,870,000
4050	TRAFFIC OPERATIONS & SAFETY - TRAFFIC SIGNAL SYSTEM UPGRADES, NEW SIGNALS, TURNING LANES, CHANNELIZATION, REALIGNMENT OF INTERSECTIONS, MEDIANS, LIGHTING & SAFETY IMPROVEMENTS	MPO AREA	2020 - 2045	\$60,280,000
4060	BICYCLE & PEDESTRIAN PROJECTS - BICYCLE & PEDESTRIAN TRAILS, BICYCLE LANES, SIDEWALKS, COMPLETE STREETS IN LONGVIEW & VARIOUS LOCATIONS WITHIN MPO AREA	MPO AREA	2020 - 2045	\$41,220,000



PERFORMANCE MANAGEMENT

10

PERFORMANCE MANAGEMENT

As described in Chapter 2, Moving Ahead for Progress in the 21st Century (MAP-21) established a set of national goals for safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. As a result, State DOTs and MPOs are charged with implementing Performance Management, which is a performance based planning process aimed at tracking and ensuring progress towards state and national goals. The Fixing America's Surface Transportation Act (FAST Act) continues MAP-21's overall performance approach.

Performance based planning is focused on four areas: Safety, Pavement & Bridge, System Performance, and Transit Asset Management. The FAST Act requirements for each of these areas come in phases, over time, with specific deadlines. In collaboration with the TxDOT, the Longview MPO develops goals, sets targets for measures, creates plans and reports results, all in an effort to make performance based decisions about how to invest transportation funding for a safer and better connected system (**Figure 10-1**).

Figure 10-1. FHWA explanation of Performance Management process



Performance based planning has been in place since 2014 when the Longview MPO adopted a project selection process during the development of the 2040 Metropolitan Transportation Plan. Safety was the most heavily weighted factor when selecting long range highway projects.

As described in Chapter 7, the MPO has continued a performance based approach to planning roadway and highway projects to make informed decisions about how to invest transportation funding using data associated with safety, pavement and bridge condition, and system efficiency. The result is a better connected transportation system for the greater Longview area.

PERFORMANCE MEASURE TARGETS

Safety (PM1)

The first step in reaching national goals is to set performance measure targets to work towards. Safety was the first performance measure category to be adopted by the MPO Policy Board On February 28, 2018. The MPO adopted TxDOT's safety targets for five performance measures: Number of Fatalities, Rate of Fatalities, Number of Serious Injuries, Rate of Serious Injuries, and Number of Non-Motorized Fatalities and Serious Injuries involving bicyclists and pedestrians. The goal is to set a target reflecting a 2% reduction by the year 2022, even with the increase in population and economic growth that Texas is experiencing, which is approximately 1.8% per year. The focus on safety is a multi-prong approach for reducing dangerous crashes. In addition to building safer highways, there's an emphasis to address pedestrian safety, roadway and lane departures, speeding, etc; all with the goal of reducing fatalities and serious injury crashes. **On March 10, 2021, the MPO Policy Board adopted TxDOT's safety targets for 2021, continuing the effort to reach a 2% reduction by the year 2022 (Table 10-1).**

Table 10-1. Longview MPO adopted statewide safety performance measure targets

2021 Safety Targets	Number of Fatalities	Number of Serious Injuries	Fatality Rate	Serious Injury Rate	Total Number of Non-Motorized Fatalities and Serious Injuries
	*Source: FARS/CRIS/ARF Data	*Source: CRIS data	*Source: FARS/CRIS/ARF Data	*Source: CRIS Data	*Source: FARS/CRIS/ARF Data
2017	3,732	17,538	1.37	6.42	2,146
2018	3,642	14,937	1.31	5.30	2,099
2019	3,610	15,843	1.26	5.53	2,300
2020 Target	4,068	18,602	1.48	6.56	2,477
2021 Target	3,384	18,835	1.25	6.51	2,560
2021 Target expressed as a 5-year average	3,687.2	17,151.0	1.334	6.064	2,316.40

Transit Asset Management (TAM)

In the realm of Longview's public transportation system, Longview Transit has adopted performance management to maintain the bus system in a State of Good Repair. The Federal Transit Administration (FTA) recommends Transit Asset Management practices to preserve and expand transit investments. Having well-maintained, reliable transit infrastructure such as vehicles and stations will help ensure safe, dependable and accessible services.

Longview Transit has chosen to use the FTA default Useful Life Benchmark (ULB) for rolling stock and the TERM five point scale for facilities. The Longview MPO adopted Longview Transit ULBs performance targets for state of good repairs: buses – ULB of 14 years; cutaway buses – ULB of 10 years; minivans – ULB of 8 years; vans – ULB of 8 years; and autos/trucks – ULB of 8 years. The Longview Transit facility was rated at 3 (adequate). The Longview MPO transit performance targets were adopted by the MPO Policy Board on April 26, 2017.

One of the transit provider responsibilities in performance-based planning is to develop a Transit Asset Management Plan, which identifies investment strategies and includes established State of Good Repair targets. The deadline for creating this plan was October 1, 2018. Longview Transit developed an initial Transit Asset Management (TAM) Plan on May 1, 2018 to maximize the utilization of capital assets, defined by the FTA as rolling stock (revenue vehicles), equipment (no-revenue vehicles), and facilities. The Longview MPO adopted Longview Transit's TAM Plan targets on November 14, 2018 for incorporation into short and long range planning efforts (**Table 10-2**). Revisions were made to the Longview Transit TAM plan December 2020, to reflect the new buses purchased with Cares Act Funding. The Longview MPO Policy Board adopted the new TAM Targets on May 26, 2021.

Table 10-2. Longview MPO adopted TAM performance measure targets

Asset Category - Performance Measures	Asset Class	2021 Target	2022 Target	2023 Target	2024 Target	2025 Target
Revenue Vehicles						
Age - % of vehicles that have met or exceeded their ULB	BU - Bus	0%	0%	0%	0%	0%
	CU – Cutaway Bus	0%	0%	0%	0%	0%
	MV - Minivan	0%	0%	0%	0%	0%
	VN - Van	0%	0%	0%	0%	0%
Equipment						
Age - % of vehicles that have met or exceeded their ULB	Non-revenue/service automobile	0%	0%	0%	0%	0%
	Trucks and other rubber tire vehicles	0%	0%	0%	0%	0%
Facilities						
Condition - % of facilities with a condition rating below 3.0 on the TERM Scale	Administration	0%	0%	0%	0%	0%
	Maintenance	0%	0%	0%	0%	0%

In May 2018, the MPO signed a Memorandum of Understanding (MOU) with TxDOT and Longview Transit to outline roles and responsibilities of performance measures. The purpose of the MOU is to identify how performance base planning will be implemented between these three agencies and to outline collaborative tasks to be performed to advance Performance Management.

Pavement and Bridge Condition (PM2)

In June 2018, TxDOT, in coordination with the Texas MPOs, established targets for the remaining performance measure categories, including Pavement & Bridge Condition Measures (PM2). The draft State performance measure targets for Pavement Condition on the Interstate (IH), Pavement Condition on non-IH NHS (National Highway System), and NHS Bridge Deck Condition were presented to the MPO Technical Committee on October 24 and November 7, 2018. The MPO Policy Board formally adopted TxDOT's targets for PM2 on November 14, 2018 (**Table 10-3**). In October 2020, as part of a mid-performance period progress analysis, TxDOT adjusted five of the six pavement and bridge condition targets. This adjustment triggers a requirement for MPOs to reaffirm support for adjusted targets or set new regional targets within 180 days of TxDOT adoption. On March 10, 2021, MPO Policy Board formally adopted TxDOT's adjusted targets for PM2.

Table 10-3. Longview MPO adopted statewide pavement and bridge performance measure targets

Performance Measure	Baseline	2020 Target	2022 Target	2022 Adjusted Target
Pavement on the Interstate System				
Percentage in Good Condition	n/a	n/a	66.4%	66.5%
Percentage in Poor Condition	n/a	n/a	0.3%	0.2%
Pavement on the non-Interstate National Highway System				
Percentage in Good Condition	54.4%	52.0%	52.3%	54.1%
Percentage in Poor Condition	13.8%	14.3%	14.3%	14.2%
National Highway System Bridge Deck Area				
Percentage in Good Condition	50.63%	50.58%	50.42%	50.4%
Percentage in Poor Condition	0.88%	0.80%	0.80%	1.50%

Roadway System Performance (PM3)

The remaining performance category covers system performance, including Performance of NHS, Freight and CMAQ Measures (PM3). Of these categories, the Longview MPO considered adopting the State's targets for Level of Travel Time Reliability (LOTTR) on the IH, LOTTR on non-IH, and Truck Travel Time Reliability (TTTR). TxDOT collaborated with the Texas A&M Transportation Institute to develop a data-driven process for estimating future trend lines and achievable targets for each MPO in Texas. The Longview MPO reviewed this process and supported the methodology used to develop statewide targets. The draft performance measure targets were presented to the MPO Technical Committee on October 24 and November 7, 2018. The MPO Policy Board formally adopted TxDOT's targets for PM3 on November 14, 2018 (**Table 10-4**). In October 2020, as part of a mid-performance period progress analysis TxDOT adjusted the performance measures for the Roadway System. In effort to support TxDOT's adjusted targets, on March 10, 2021, MPO Policy Board formally adopted TxDOT's adjusted targets for PM3.

Table 10-4. Longview MPO adopted statewide system performance measure targets

Performance Measure	Baseline	2020 Target	2022 Target	2022 Adjusted Target
Percentage of person-miles traveled on the Interstate system that are reliable (TTR-IH)	79.6%	61.2%	56.6%	70.0%
Percentage of person-miles traveled on the non-Interstate National Highway System that are reliable (TTR Non-IH)	n/a	n/a	55.4%	70.0%
Freight Truck Travel Time Reliability (TTTR) Index	1.50	1.70	1.79	1.76

SYSTEM EVALUATION

The Longview MPO will continue to incorporate performance measure targets into the short- and long-range transportation planning process, and focus on accountability for project selection with the goal of better connected and productive communities. Tracking progress towards State and National goals will allow the MPO to make adjustments aimed at a better performing transportation system. **Table 10-5** illustrates how the Longview MPO's selected projects are anticipated to support the adopted statewide targets. The assessment considers the 16 federal-aid projects listed in Table 9-4, not including designated Unfunded Needs.

Table 10-5. MPO funded 2045 projects that contribute to meeting performance measure targets

Performance Measure	Selected Projects Description
Safety (PM1)	<p>On average, selected projects have a crash rate 97.84% above TxDOT's statewide average</p> <p>3 projects have a history of fatal crashes</p> <p>7 projects are within 1/4 mile of a school campus</p>
Pavement and Bridge Condition (PM2)	<p>7 projects have a pavement condition of Fair or Poor</p> <p>16 bridges along selected projects are in Fair condition</p>

System Performance (PM3)	<p>On average, selected projects are anticipated to reduce congestion levels by 33.39%, in comparison to not implementing the project by 2045</p> <p>14 projects are along designated truck routes</p> <p>11 projects are Principal Arterials</p> <p>1 project is Interstate</p> <p>4 projects are Minor Arterials</p> <p>8 projects integrate two or more modes of alternative travel</p>
Transit Asset Management (TAM)	<p>Longview Transit maintains a fleet replacement plan, which is consistent with the Useful Life Benchmarks used in the TAM Plan.</p> <p>Recently, Longview Transit received two buses from ETCOG to serve their fixed route, and three more vehicles to serve their paratransit program.</p> <p>Longview Transit is in process of upgrading facilities and the Multimodal Transportation Center, which includes a new bus transfer center.</p>

Performance Management Focus Areas

In addition, the Longview MPO will work towards meeting performance measure targets using the following strategies:

- *Manage performance measure data to and perform analysis to track progress towards targets*
- *Continue the incorporation of project selection criteria that supports national, state, and local goals*
- *Coordinate with Federal, State, and Local stakeholders to make transportation investment decisions*



APPENDIX
PUBLIC INVOLVEMENT

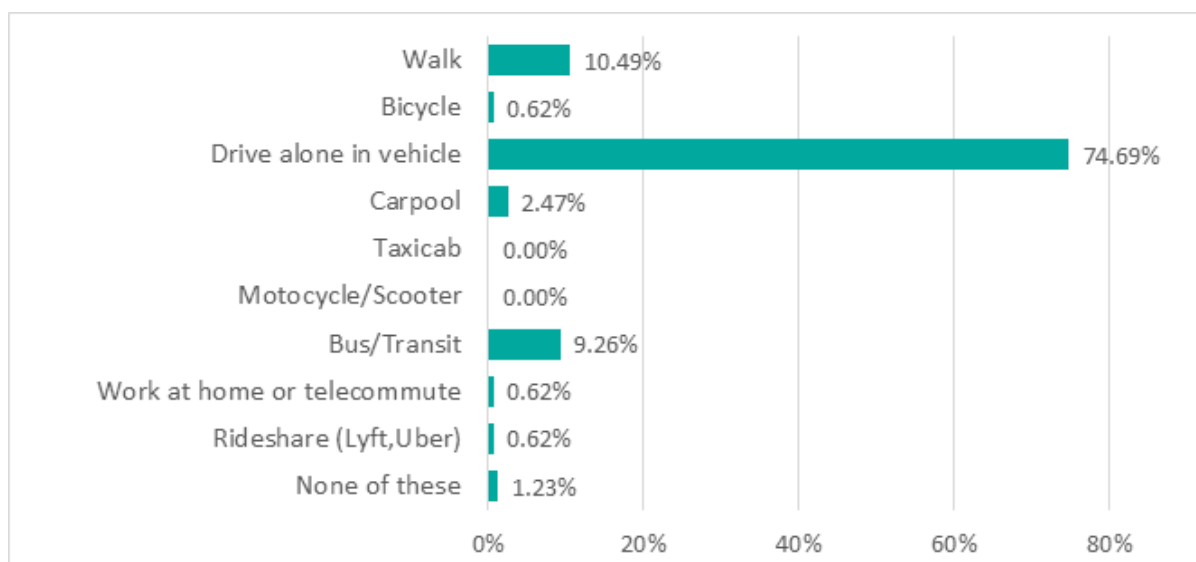
PUBLIC INVOLVEMENT

TRANSPORTATION SURVEY

During the Spring of 2018, the Longview Metropolitan Planning Organization (MPO) conducted a survey of Longview area citizens through in-person distribution at outreach events, and on the website LongviewTexas.gov/Mobility2045. A total of 167 community members participated in the survey.

1. What is your primary mode of transportation?

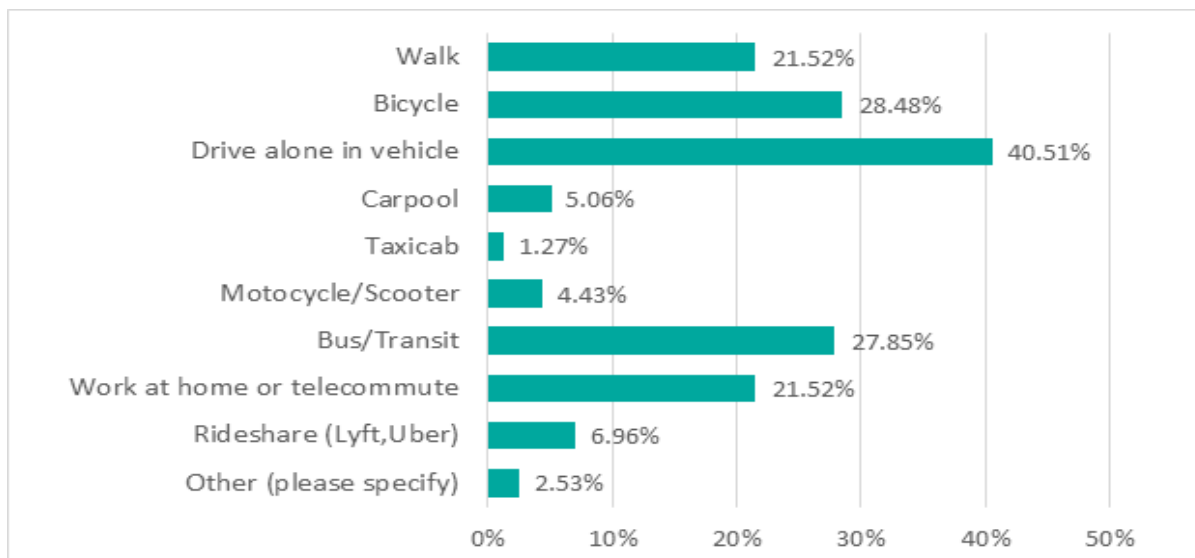
The most common mode of transportation reported by survey respondents is driving alone in a vehicle. In contrast, most respondents do not utilize rideshare, work from home, motorcycle/scooter, or bicycle to their destination.



ANSWER CHOICES	RESPONSES	
Walk	10.49%	17
Bicycle	0.62%	1
Drive alone in vehicle	74.69%	121
Carpool	2.47%	4
Taxicab	0.00%	0
Motorcycle/Scooter	0.00%	0
Bus/Transit	9.26%	15
Work at home or telecommute	0.62%	1
Rideshare (Lyft, Uber)	0.62%	1
None of these	1.23%	2
Total Respondents		162

2. What mode of transportation would you like to use more often?

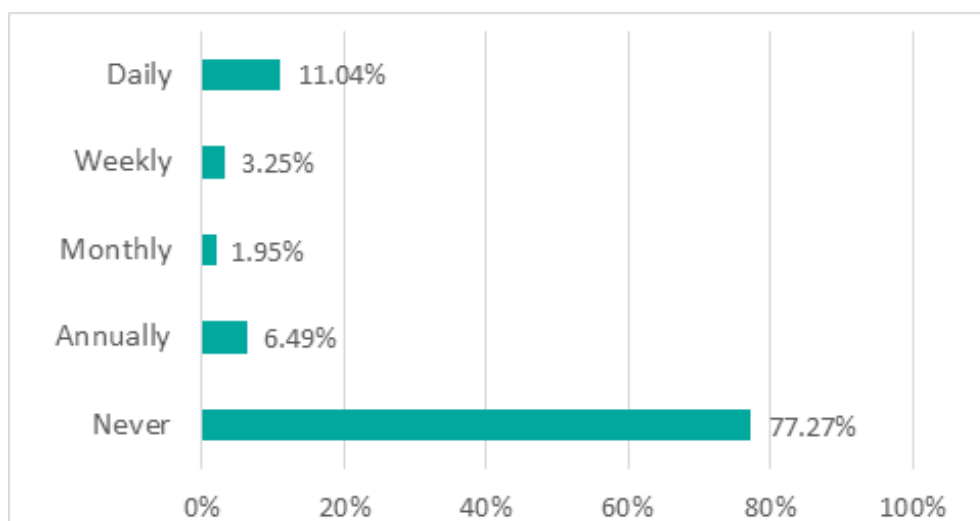
The most common mode of transportation survey respondents would like to use more often is driving alone in a vehicle, followed by bicycling, bus/transit, and interest in working from home. Respondents were also asked to reply with open ended modes, which included options other than driving, rideshare for entertainment, and electric scooters.



ANSWER CHOICES	RESPONSES	
Walk	21.52%	34
Bicycle	28.48%	45
Drive alone in vehicle	40.51%	64
Carpool	5.06%	8
Taxicab	1.27%	2
Motorcycle/Scooter	4.43%	7
Bus/Transit	27.85%	44
Work at home or telecommute	21.52%	34
Rideshare (Lyft, Uber)	6.96%	11
Other (please specify)	2.53%	4
Total Respondents		158

3. How often do you use Longview Transit?

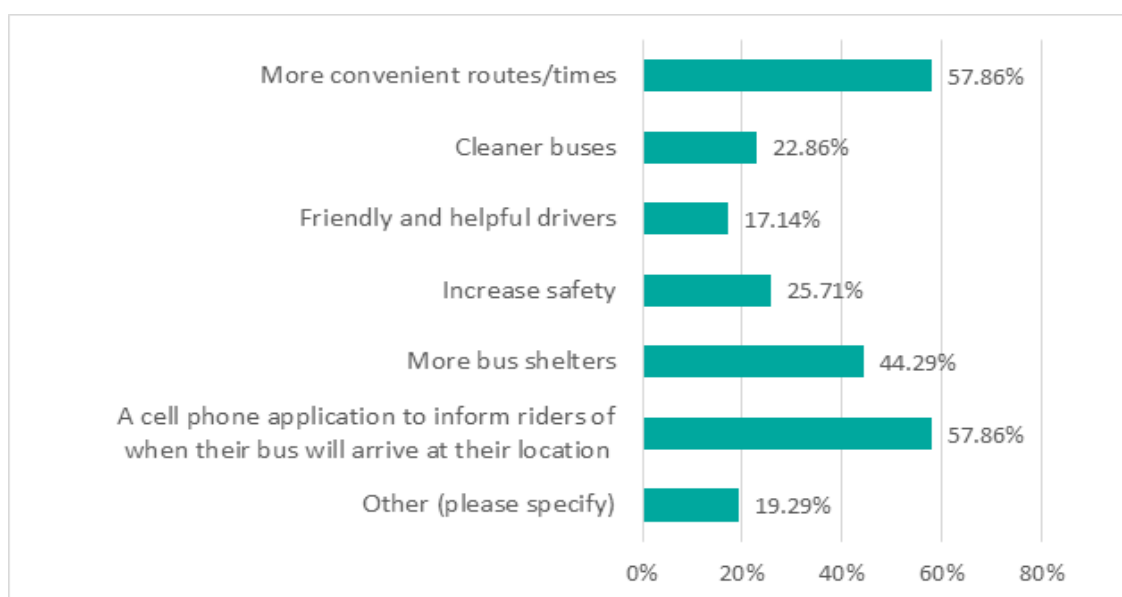
The majority of survey respondents do not use public transportation. However, over 11% of responses indicated using Longview Transit on a daily basis and another 6.49% use it annually.



ANSWER CHOICES	RESPONSES	
Daily	11.04%	17
Weekly	3.25%	5
Monthly	1.95%	3
Annually	6.49%	10
Never	77.27%	119
Total Respondents		154

4. Which of the following would make Longview Transit more appealing?

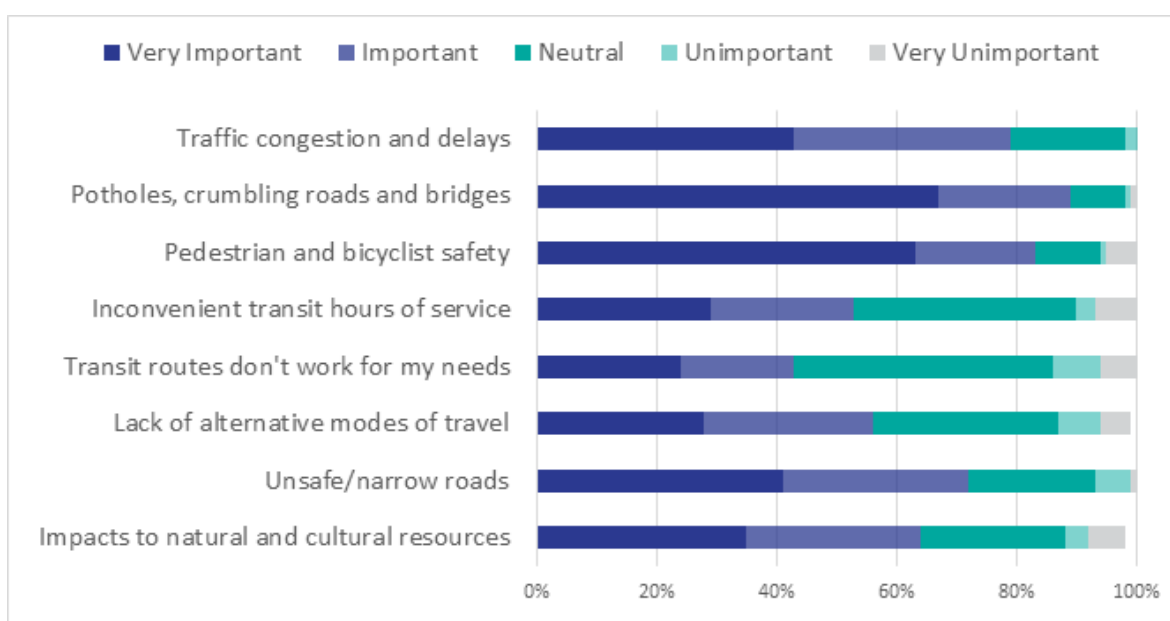
Of the 140 responses to this survey question, emphasis was placed on the creation of a cell phone application to inform riders of when their bus will arrive at their location and more convenient routes/times. Other improvements include free wifi, shorter routes, and greater accessibility to paratransit.



ANSWER CHOICES	RESPONSES	
More convenient routes/times	57.86%	81
Cleaner buses	22.86%	32
Friendly and helpful drivers	17.14%	24
Increase safety	25.71%	36
More bus shelters	44.29%	62
A cell phone application to inform riders of when their bus will arrive at their location	57.86%	81
Other (please specify)	19.29%	27
Total Respondents		140

5. How would you rate the following transportation issues?

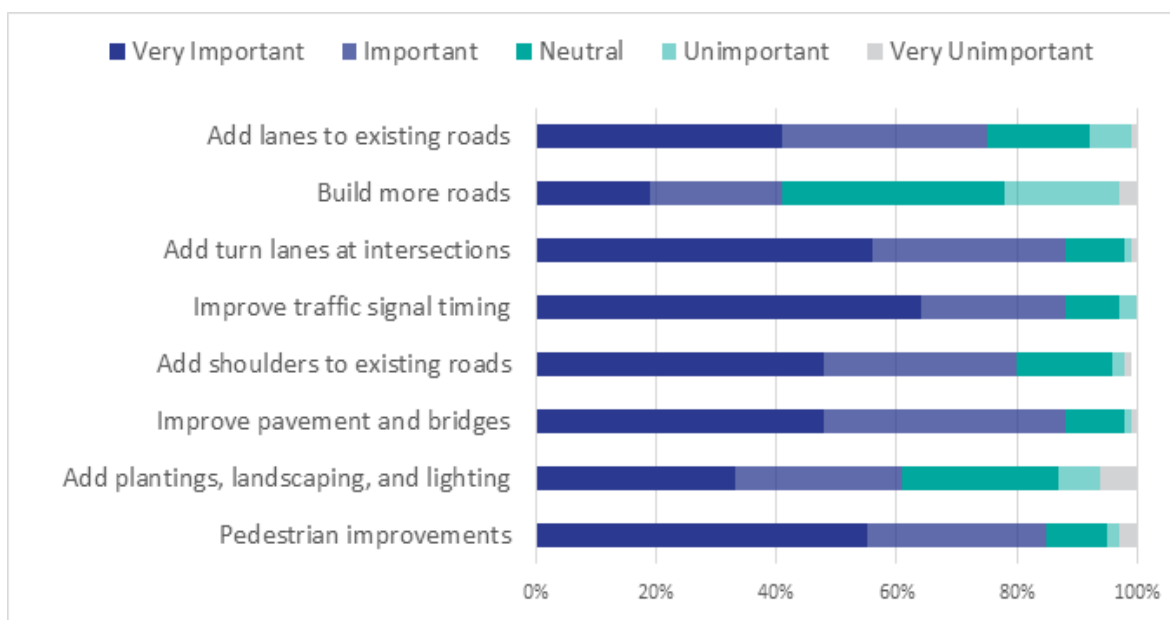
When considering the significance of regional transportation issues, most respondents reported that potholes, crumbling roads and bridges, and pedestrian and bicyclist safety as the most concerning issues facing the community.



	VERY IMPORTANT	IMPORTANT	NEUTRAL	UNIMPORTANT	VERY UNIMPORTANT	TOTAL
Traffic congestion and delays	42.86% 69	36.02% 58	18.63% 30	1.86% 3	0.62% 1	161
Potholes, crumbling roads and bridges	66.67% 108	21.60% 35	9.26% 15	1.23% 2	1.23% 2	162
Pedestrian and bicyclist safety	63.29% 100	19.62% 31	10.76% 17	1.27% 2	5.06% 8	158
Inconvenient transit hours of service	29.11% 46	24.05% 38	36.71% 58	3.16% 5	6.96% 11	158
Transit routes don't work for my needs	23.57% 37	19.11% 30	43.31% 68	7.64% 12	6.37% 10	157
Lack of alternative modes of travel	28.48% 45	28.48% 45	31.01% 49	6.96% 11	5.06% 8	158
Unsafe/narrow roads	41.14% 65	31.01% 49	20.89% 33	5.70% 9	1.27% 2	158
Impacts to natural and cultural resources	35.26% 55	29.49% 46	24.36% 38	4.49% 7	6.41% 10	156

5. How would you rate these potential solutions for improving transportation?

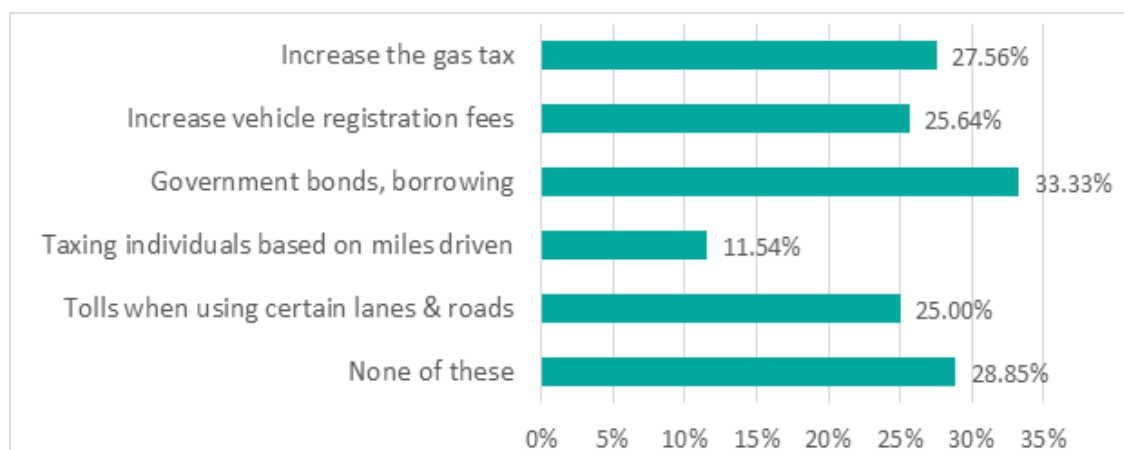
Survey respondents would like to improve the region's transportation system by adding turn lanes at intersections and improving traffic signal timing, followed closely by implementing pedestrian improvements.



	VERY IMPORTANT	IMPORTANT	NEUTRAL	UNIMPORTANT	VERY UNIMPORTANT	TOTAL
Add lanes to existing roads	40.99%	33.54%	16.77%	7.45%	1.24%	161
	66	54	27	12	2	
Build more roads	18.75%	21.88%	36.88%	19.38%	3.13%	160
	30	35	59	31	5	
Add turn lanes at intersections	56.33%	31.65%	10.13%	1.27%	0.63%	158
	89	50	16	2	1	
Improve traffic signal timing	64.20%	24.07%	8.64%	3.09%	0.00%	162
	104	39	14	5	0	
Add shoulders to existing roads	47.83%	32.30%	16.15%	2.48%	1.24%	161
	77	52	26	4	2	
Improve pavement and bridges	48.43%	39.62%	10.06%	1.26%	0.63%	159
	77	63	16	2	1	
Add plantings, landscaping, and lighting	33.13%	28.13%	26.25%	6.88%	5.63%	160
	53	45	42	11	9	
Pedestrian improvements (crossings, signals, and street lighting for safety)	55.00%	30.00%	10.00%	1.88%	3.13%	160
	88	48	16	3	5	

6. Would you support finding new solutions to help fund transportation projects?

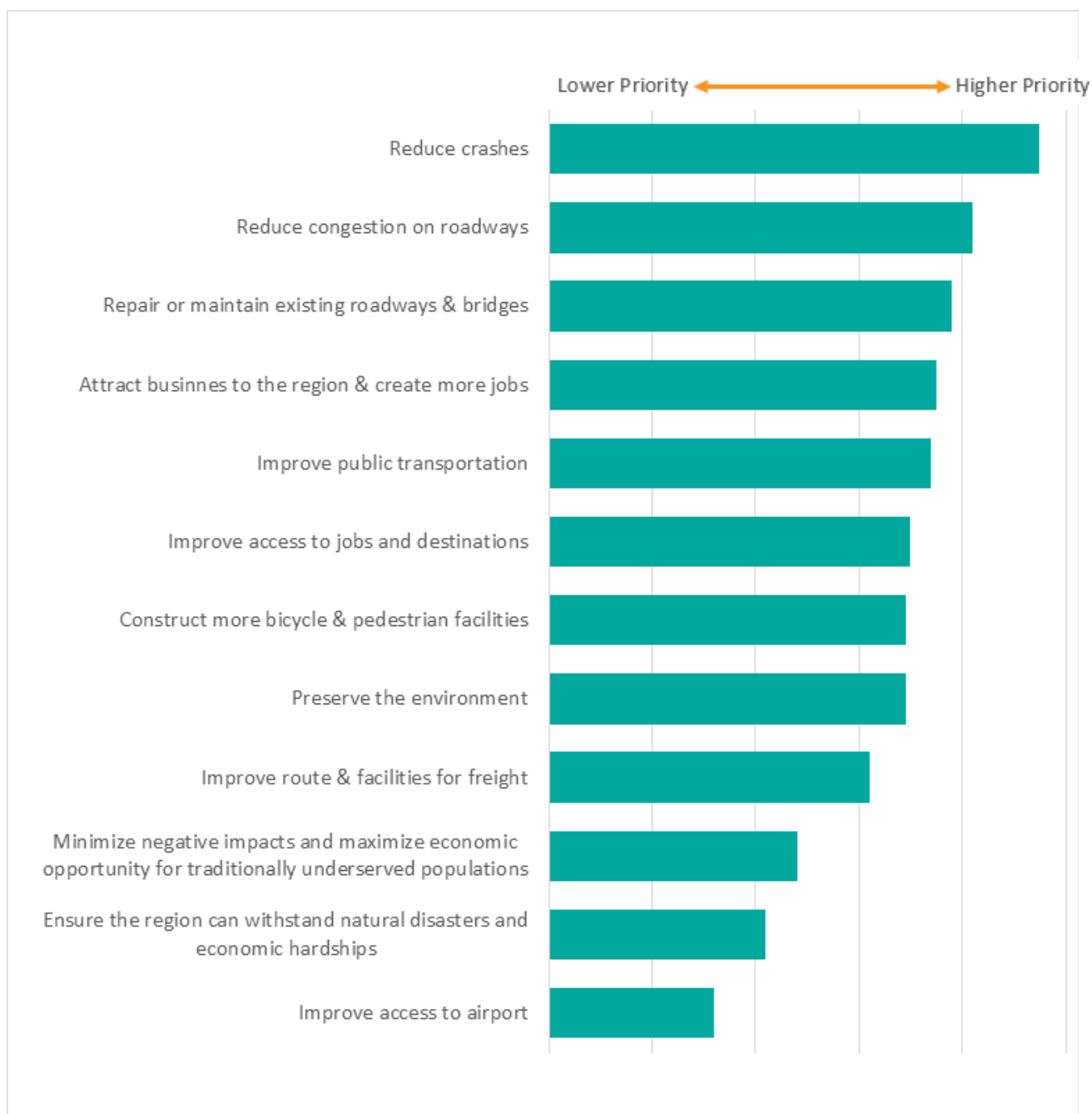
Survey respondents were provided with various traditional and innovative options for funding transportation projects. Of the choices, respondents favored issuing government bonds.



ANSWER CHOICES	RESPONSES	
Increase the gas tax	27.56%	43
Increase vehicle registration fees	25.64%	40
Government bonds, borrowing	33.33%	52
Taxing individuals based on miles driven	11.54%	18
Tolls when using certain lanes & roads	25.00%	39
None	28.85%	45
Total Respondents		156

7. Rank the importance of the elements that should be considered when prioritizing transportation improvements.

Survey respondents are most interested in prioritizing transportation projects by reducing crashes, reducing congestion on roadways, and repairing and maintaining existing roadways and bridges. The least prioritized element is improving access to the airport. This could be due to the public feeling they already have adequate access to the airport.



ADDITIONAL INPUT

Throughout the public engagement process, the community was provided with multiple ways to provide input, including open-ended survey questions, an online mapping tool, and a Mobility 2045 Open House. Each comment received was considered during the development of this plan.

Open-Ended Survey Comments

The last question included in the online survey posed the question “Did we miss anything you’d like to tell us?” A total of 78 comments were recorded from this question and considered throughout the planning process. The majority of comments addressed the need for sidewalks, bicycle lanes, a greater emphasis on maintaining current roadway network, careful consideration when installing traffic lights, addressing roadway congestion, and investing in transportation improvements more effectively.

Online Mapping Tool

Citizen comment was also facilitated through an online interactive map, where users could pin-point a location on a map, select a mode of transportation, and provide an associated comment. A total of 38 responses were recorded from the map and considered throughout the planning process. Key issues identified include; Fourth St. north of Loop 281, a need for sidewalks, transit system expansion and roadway lighting.

Mobility 2045 Open House

The Longview MPO and Longview Transit held an open house on April 23, 2019 to solicit comments on transportation issues and transit routes. The majority of comments addressed the need for safe routes to school, sidewalks and bicycle lanes, improved signal timing, heavy congestion on roadways, specific roadway improvement needs, and better maintenance of roadways and bridges. The 22 comments received at the open house helped shape this transportation plan.

